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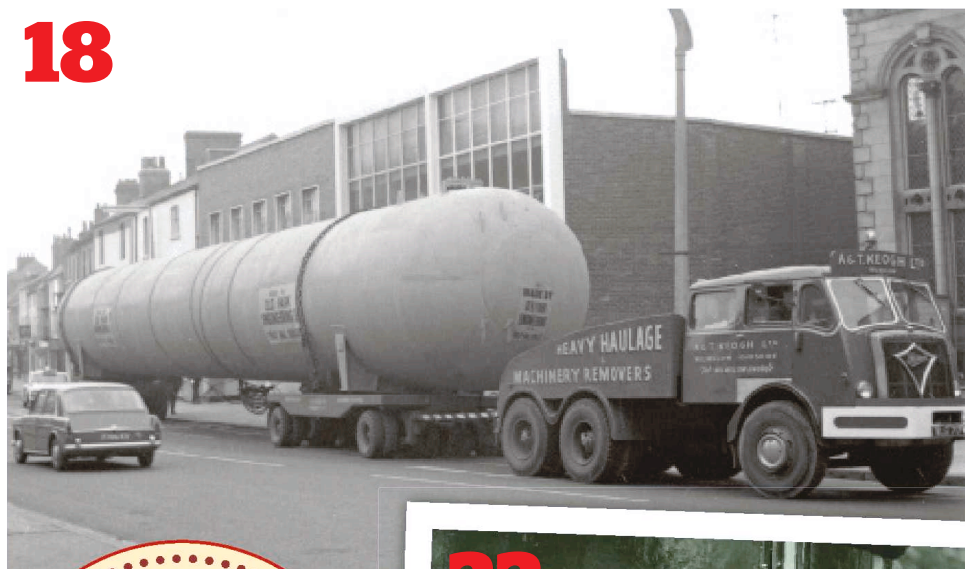
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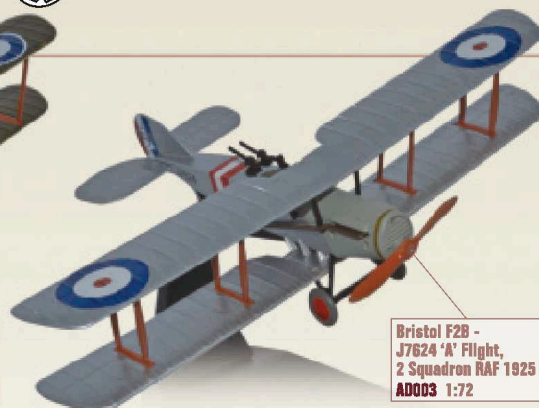
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To help make up for letting the Howard Dodges to 'hi-jack' our coverage of the AEC Rally and as a thank you to John Kilby, and the other rally organisers, here is Jim King's picture of Stephen Mayle's lovely 1957 AEC Mandator ballast tractor, YNN 724, in the livery of Westfield Transport of Mansfield. This locally-based vehicle is always seen at the AEC Rally, previously with a platform trailer, carrying a large weaving machine; the type of load Westfield was well-known for moving. Recently, the AEC has been paired with this classic four-in-line low-loader trailer and makes a fine sight, as ever.

This month, as usual around this time of year, we have devoted more of the magazine than we generally do to rally coverage. Our main purpose has always been to feature as much archive material as possible, and this will continue to be the case, even if this is not always top quality, as I believe it is the content which is most important. A slightly blurred or damaged picture can bring back just as many memories, if not more, than a beautifully composed professional shot.

I think it's important to maintain a balance, however, as there is such a flourishing preservation scene, and I like to use as many pictures sent in by readers and contributors as possible. After all, I like looking at these restored vehicles, which are a credit to their owners, so I can only assume that other people do as well. I can't get to anywhere near all the rallies around the country – and beyond, for that matter – so I'm grateful to others for giving me the opportunity not to miss out.

Of course, our continued access to the Chris Hodge Stilltime Collection gives us a great choice of excellent archive material, and there are lots more 'Scenes Past' which I am looking forward to putting together in future issues. A reader has asked for

more pre-war scenes, and I have obliged with this month's 'Tailscene'. What would other readers like to see? We'll always do our best to 'play your requests', if suitable pictures are available. Here again, you are often most helpful. Mind you, a lot of you readers also have a good story to tell and I have some good ones ready to use in the near future...

Going back to the rallies, our Malcolm again touches on the tricky subject of judging, where there is competition for 'best in class' and so on. There are many who don't see the need for this, and of those who do, the question of authentic liveries can be a thorny subject. "It's only a coat of paint" – but if it's not the right coat of paint or name on the door... Few railway and bus preservationists would contemplate putting their own colours on anything, so why do lorry owners?

I'm sitting firmly on the fence on this one, which I believe is my place as editor, however uncomfortable it might be, but if anybody wants to air their views on this or any other related subject, please get in touch.

Meanwhile, let's hope the weather continues to be kind to our events and we can all enjoy a great rally season this year, which we'll report on, as well as bringing you lots of memories of 'the real thing'.

ON THE COVER...



With apologies to the AEC Society, the vehicle at the Newark rally which particularly caught my eye was a new restoration, brought along by Bill Howard of King's Cliffe, near Peterborough. The 1958 Dodge 300 Series six-wheeler on the left in P C Howard livery caused a bit of a stir a couple of year's ago. Bill rescued this from Rush Green Motors and the restoration was completed in time for it to carry his brother, Bernard to his funeral. Now Bill has added this 1963 Dodge artic unit to his preserved fleet, which also contains a Bedford and a Fordson 7V tipper in memory of the company's early days, building local airfields for the war effort. The newly-restored Dodge came from Essex, and has been finished in 'King's Cliffe Haulage' livery, as some of P C Howard's fleet ran under this name, when another operator's 'A' licences were taken over. The two Dodges looked great together, allowing a comparison of the similarities and differences of the early and late 300 Series vehicles. We'll bring you a more detailed account of the history of the still-flourishing P C Howard company and its vehicles in the near future...

CONTROL UNITS

PART TWO



Ron Henderson concludes his review of a type of vehicle introduced by fire brigades after World War II and which found a permanent place in many fleets.

As the 1950s progressed and government and rate-payers' money was more forthcoming, obsolete fire engines were gradually replaced by modern up-to-date equipment and, in turn, the old control unit conversions were replaced by modern coachbuilt units. In London, the converted buses were replaced in 1967 by three smaller units based on Commer 'Walkthru' vans, based in different divisions. However, in 1976, it was back to a coach conversion with the purchase of a Ford R1014 vehicle with Willowbrook coachwork.

Durham County Fire Brigade's wartime Austin was replaced by a larger locally-bodied Bedford VAM-based vehicle, which had enough room to offer conference facilities, seating that could be converted into beds and a rear washroom and toilet.

In Manchester, the fire service control unit was one of the smallest in the country, an Austin JU250 mini bus, painted dark green. However, when the brigade was incorporated into the

newly-created Greater Manchester Metropolitan County in 1974, the replacement was a large articulated unit, pulled by a Ford DA1911 tractor.

The control unit in Kent was based on a Commer PV van with hi-top roof, also painted dark green. Nottingham City's was a small Commer BF mini-bus, but this one was painted red. One of the biggest control units at the time was Liverpool's 1962 Dennis Pax IV unit, based at the Hatton Gardens headquarters station.

Top: The reconstituted post-war Birmingham Fire and Ambulance Service was one of the first to commission a coachbuilt control unit. Delivered in 1960 and based on a Commer BF chassis, the body was built by ambulance coachbuilder, Herbert Lomas Ltd, of Wilmslow, Cheshire. (N Tarling)

Right: Not the most pleasing-looking design, but obviously functional. Instead of the usual chequered dome this one has a clear glass beacon with red and blue lenses which could be illuminated individually. Dating from 1962 it was one of a pair of identical units in Lancashire, both with bodywork by Cravens Homalloy.





Above: Among the many risks in the City of Liverpool was the vast docks complex and associated multi-story bonded warehouses. In 1962, the city commissioned this Dennis Pax IV unit, based at the Hatton Gardens headquarters fire station. Rather than have reinforcing crews clambering inside the vehicle, they reported in via the reception window on the nearside.

Control Units were little-used vehicles and tended only to turn out to fires of certain proportions, usually ranging from fires attended by six pumps or more. Often they were not permanently manned and a driver from another fire engine was detailed to man the control unit when required. Firemen usually manned the radio and telephone equipment but, with some brigades, both male and female control operators from the main brigade control centre would accompany the unit to the fire. In view of the lack of demand for these vehicles, some fire brigades compromised and adapted existing vehicles to undertake dual roles, fitting the van type emergency tenders, which also carried an assortment of rescue gear, with a telecommunications compartment equipped with radio and telephone equipment, status boards and information on hazardous risks and so on.

Then came the advent of demountable pods. Bedfordshire Fire Brigade was the first to use a control unit pod, one of series of modules that would be transported to fires on a Bedford CF prime mover, whereupon it could be off loaded, leaving the prime mover available to transport other modules. A self-contained generator to provide lighting and to power the radio equipment was part of the inventory on these units. Several brigades adopted this system, while yet others, such as the Northumberland



Above: A former Huntingdon Fire Brigade fire engine, this 1965 Bedford TK with Dennis coachwork passed into Cambridgeshire in 1974 and was re-painted white. Primarily an emergency tender, the red chequers signified its dual function as a control unit. (N Tarling)

and Durham brigades, disposed of purpose built units and replaced them with small white painted box trailer units that were difficult to differentiate from an ice cream kiosk! As well as Greater Manchester, Clwyd in North Wales had an articulated unit hauled by a Range Rover fire engine, while that in Dyfed was towed by a

Bedford CF tractor.

Control Units were one of the most varied of fire service vehicles and ranged in size from small mini-bus type vehicles to full-blown coach conversions. Tyne & Wear Fire Brigade received the biggest unit for its time in 1981, when it commissioned a Dennis Dominator chassis



Above: South Eastern Area Fire Brigade, which covered the City of Edinburgh and its surrounds, commissioned this Bedford TK in 1972 and made sure it was highly recognisable by the colour scheme, chequered dome and red flashing lights in opposite corners to the blue lights. (I Scott)

with Angloco of Batley bodywork. The lengthy vehicle featured three compartments, including a communications room with radio telephone equipment, fax machines and associated white boards and maps. There was also a conference room and dining area, with seating area, kitchen and even a kitchen sink and finally a toilet compartment.

Many other fire brigades purchased coach-type control units, as totally self-contained units, based on this design, with a multitude of modern communications and satellite receiving facilities. Currently most fire authorities maintain a control unit, supplemented by a series of Iveco-based Enhanced Command Support Units, which are supplied by the government under the New Dimension programme.



Above: This demountable unit of Gloucestershire Fire and Rescue Service is mounted on a 1980 Bedford TK chassis, but unusual, in that the chassis was originally a standard water tender, which was totally stripped down and rebuilt with a new cab and demountable McDonald Kane module.



Left: The late 1970s marked the advent of the big coach-type control units and the biggest at the time was this Dennis Dominator Incident Command Unit – or control unit – delivered to Tyne & Wear Metropolitan Fire Brigade in 1981. It had compartments for communications, conferences, a toilet and even the proverbial kitchen sink in a kitchen area. It responded with a two-man crew, supported by the crew from a water tender, seen in the background.

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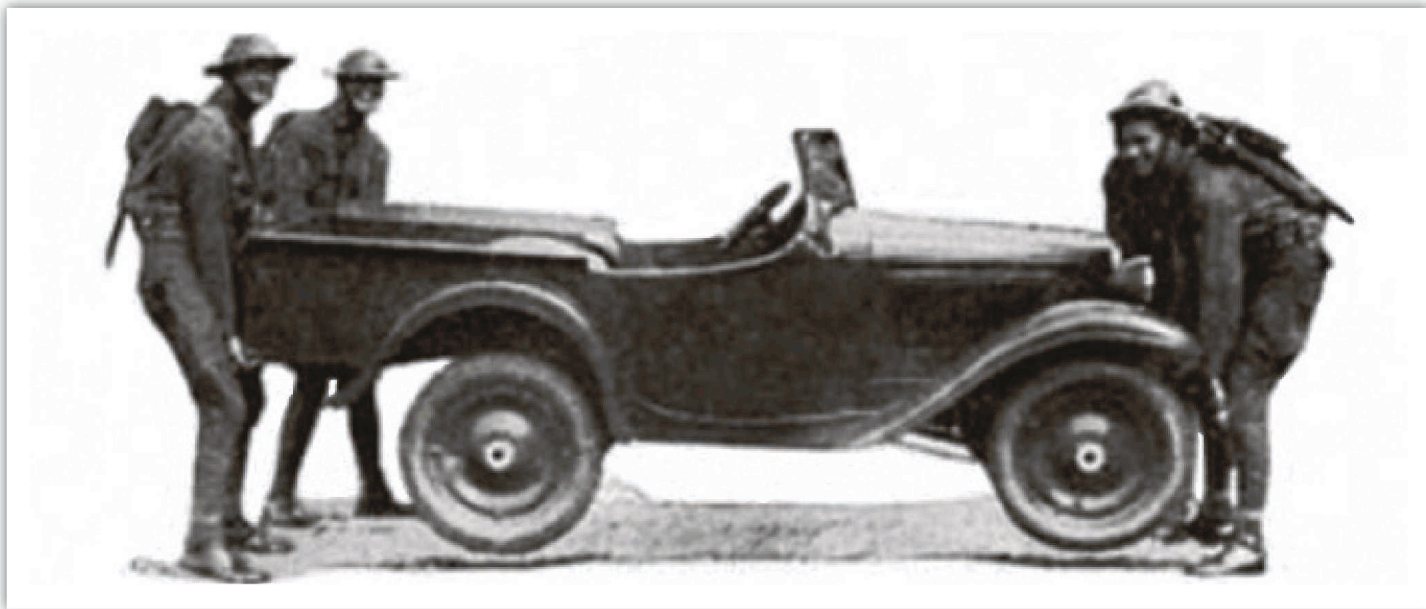
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THE WILLYS-OVERLAND JEEP

- The Original Inspiration for the Land Rover

You may have read **Norman Chapman's** story of the origins of the British institution that is the Land Rover. The inspiration for the vehicle in the first place came from the World War II Willys-Overland Jeep. Here is the story of the what and why, and the formative years of the equally-American institution which has more British connections than you might think.



Above: The US Army Quatermasters Corps (QMC) knew what it wanted as a lightweight vehicle. This picture from 1933 shows the forerunner to the Jeep.

Right: The American Bantam pick-up of 1939, which must have been the inspiration for the Jeep.

To tell the story properly of the origins of the type of vehicle we all know as the 'jeep', it has to start in 1940. One year into World War II, the USA was still a neutral country, although it took on the role of supplying its allies with aid and weaponry. When Hitler occupied France, the US knew its involvement was inevitable at some point.

From a transport perspective, there became an increasing need for a small, cheap, all wheel drive vehicle which was capable of carrying three men and a .30 calibre machine gun on the battlefield. A specification for such a vehicle was laid out by General E B Gregory of the US Army Quatermasters Corps (QMC) in early 1940.

Part of the criteria was that the vehicle would have to weigh around ¼ ton, so it could be manhandled by the soldiers in the field. The plan was to have a suitable vehicle manufactured in large numbers. It has to be said that there were already all wheel drive vehicles available to the Army, however, budgetary constraints came into play when



considering the large number of vehicles that would be needed.

All of the notable US vehicle manufacturers, totalling 135, were asked for their views about producing such a vehicle. Most of them, bar a handful, said it was not achievable, mainly because of the desired weight. General Gregory, along with his criteria, had also stated a deadline which was quickly running out.

Two manufacturers took on the task. One

was The American Bantam Co, of Butler, Pennsylvania. The other was the old-established car and lorry manufacturer, Willys-Overland which had its headquarters in Toledo, Ohio. The Bantam company had been known as The American Austin Car Co, as it had built the British Austin Seven under licence from Austin. The company name had been changed to Bantam after going bankrupt in 1934.

When this new military vehicle venture was

Right: Testing the Bantam prototype in 1940.

Below: The American Bantam prototype with Karl Probst on the far left.

taken on, the company finances were not exactly in good shape. Nevertheless, Bantam called in consultant freelance engineer, Karl Probst, to design a lightweight vehicle, in line with the QMC criteria. This was done over a three day period in July 1940, rushed along as the QMC deadline was rapidly approaching. The vehicle would have a wheelbase of 80 ins, a track of 47 ins and would be able to wade through water 18 ins deep. There was also a fascinating 'sub-section' to the QMC criteria. The manufacturer also had to provide a handful of vehicles with all wheel steering.

As mentioned, both the Bantam and Willys-



Shortly afterwards, the Willys 'Quad' vehicle was complete and Ford had come up with the 'Pygmy'. Not surprisingly, all of the vehicles had a similar appearance. After later field trails, now with all three prototypes, the merits of each vehicle were considered.

In the case of the Bantam, the QMC stated, the 22 hp engine was not powerful enough. Close scrutiny had also been given to Bantam's manufacturing facility, which was deemed not large enough to cope with the number of vehicles required.

The Willys facility in Toledo was the opposite, with more employees and its vehicle was more powerful. It was, however too heavy and failed to meet the original criteria.

Ford, the inventor of the assembly line, had no problems, apart from having to fit heavier

Overland hats were in the ring regarding the production of a suitable vehicle. From this point, they both had 49 days to play with, to have a vehicle ready for army trails. Bantam, after building a few prototypes and changing the design, got there with its 'General Purpose Vehicle'.

Willys-Overland on the other hand, failed to have a vehicle ready to test. Willys, it has to be said, was leading a charmed life with the military authorities and was instructed by them to proceed with the vehicle development.

At this juncture, Ford, which did not show any initial interest, was allowed access, along with Willys, to the Bantam trials. They were also allowed to view the drawings of the Bantam design, to the disapproval of the Bantam management. The QMC thought this was well within its remit, claiming ownership of the Bantam design, as there was no patent. This situation adds a new angle to the old adage "All's fair in love and war – and military vehicle contracts."



Above: Bantam also had to supply a four wheel steer, the BRC-40, as part of the QMC criteria.



Above: The Bantam BRC 40 was thought by the QMC to be underpowered.

Right: The Willys 'Quad' four wheel steer example, supplied for the QMC evaluation.

road springs to its vehicle. At the end of the day, it all came down, as you might expect, to price. The Bantam was the most expensive at \$788.32, the Ford was \$782.59 and Willys was the cheapest at \$648.74.

As all this was happening, Bantam had tweaked the design again and introduced the Bantam Reconnaissance Car, named the BRC-40 for short. With regard to its vehicle being underpowered, Bantam stated that to add a bigger engine would mean the rest of the driveline would need to be altered. It wasn't all bad news, as Bantam got an initial order for 70 vehicles and, a month later, another 1,500. By the end of the war, the company had produced a total of 2,500 vehicles. However, Bantam diversified and produced a total of 73,000 small military trailers to be towed mainly by the Jeep.

The Willys-Overland MB

This introduction to the vehicle we all know as the 'Jeep' sets the scene for the Willys-Overland vehicle. As well as the Bantam company, both Willys and Ford had been awarded the same order for 1,500. This was just chicken-feed, compared with what was to come and Willys was given a further order for 16,000. In late 1941, the company could not keep up with demand and Ford was called on to help with production. By the end of the war, Willys had



produced, in the region of 363,000 and Ford, around 280,000.

What's In a Name

There are a lot of theories about how the vehicle type got its nickname. The most popular version is that the word Jeep was a corruption of General Purpose Vehicle (GP) which the type was originally called. Another, more accurate explanation was that the word Jeep was used to describe a new untried vehicle by US army mechanics. Another version concerned a character in the 'Popeye' comics of the 1930s, named Eugene the Jeep. Eugene was a type of dog, which had magical abilities, being able

to disappear from one place and re-appear in another. The Jeep was thought by many to have this ability as well.

After the war, there was a disagreement between Willys and Ford about which could use the Jeep name on future vehicles. Ford tried to sue Willys for this privilege, although unsuccessful, and Willys was allowed to use the name as they saw fit.

The British connection with the Willys Company

Willys-Overland-Crossley Ltd, of Heaton Chapel, Stockport, Cheshire was the name of the company which imported American-

Right: The Willys MB Jeep in its original intended environment.

Below: 1930s Willys-Manchester trade magazine advert.

Main image: The Willys-Overland MB in action during World War II, after being delivered by landing craft.

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The Willys Manchester is not only fast, safe and comfortable to drive due to the special double-coil springs and powerful internal expanding brakes. The robust 4 cylinder engine is built for commercial service; for heavy loads and fast deliveries. The Coach, the massive rear axle, the big capacity radiator, and every other component is of definitely commercial type. The result is reliability in service and a steadily increasing preference for Manchester among both commercial transport buyers.

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to work the land including, as the article on the origins of the Land Rover showed, the managing director of Rover Cars, Spencer Wilks. He thought the vehicle was the 'bee's knees' and the first Land Rover was inspired by the Willys MB.

Willys knew there was longevity in the product and the company began to re-design it for civilian use. As well as improving the standard military-based type, now called the Civilian Jeep (CJ), a basic Station Wagon body was added in 1947.

A year earlier, the company had started production of the more refined 463 or Station Wagon type. This particular model could be bought as a standard body style or as a 'Shooting Brake', a style some of us can remember, with a wood frame on the outside. The Americans term this type the 'Woody'. The base model was powered by the four cylinder

side-valve 'Go Devil' 60 hp engine and Willys went back to basics with rear wheel drive only. The company did, however, decide to introduce a 4x4 variant in 1949. Another, early model was the 663 which had the 'Lightning' six cylinder 2.5 litre engine.

Longevity was indeed the case with around 300,000 of this type being produced in a host of different model variants from 1946-65.

At the same time, Willys wanted to make vehicles that appealed to everyone and launched the Jeep Truck, which was based on the same platform as the Station Wagon. Rated as a one-tonner, the vehicle had four wheel drive capability. Early models had the 'Go Devil' motor, later changed to the Hurricane IOE engine which had an output of 63 hp. This popular truck had a long production run from 1947-65 with approximately, 200,000 units, manufactured.

built chassis into Britain, starting in 1926. The lightweight chassis on offer ranged from 1¼ to 2½ tons. They were quite expensive in comparison with home-grown vehicles and, gradually, British components were used to try to broaden their appeal. The company was later renamed Willys-Manchester and continued trading until 1933.

Post-War

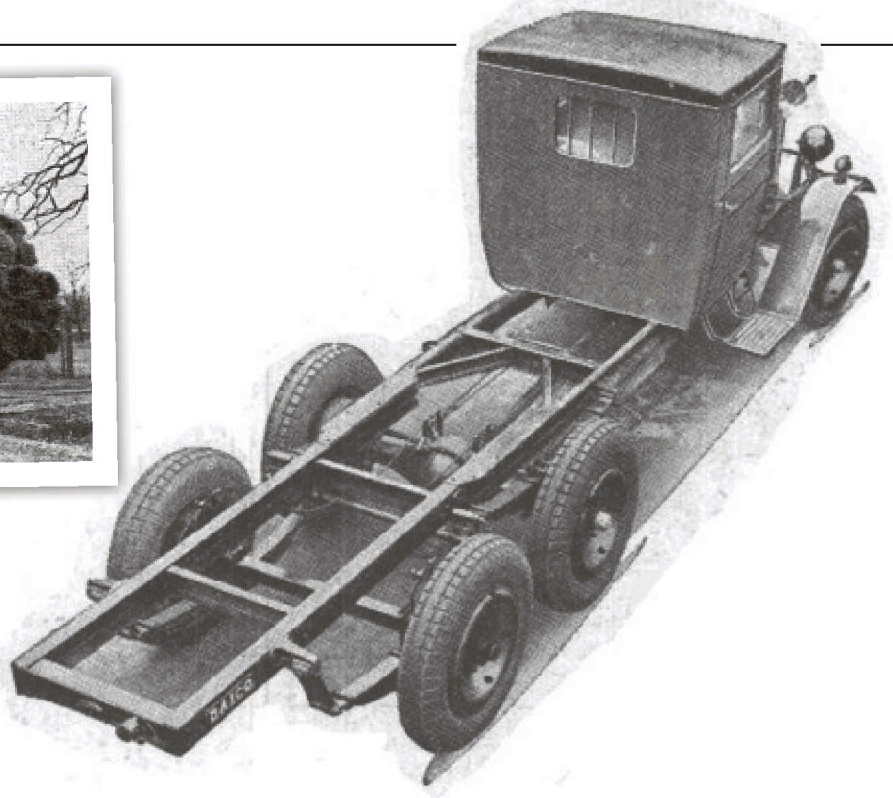
When the war ended, you can imagine the surplus of vehicles no longer needed by the military. Farmers, especially, bought Jeeps





Above: Similar to the Spencer Wilks vision of the Land Rover, here is a Jeep pulling trailer load of hay in 1945.

Right: Willys-Manchester chassis from 1931, with Baico trailing axle modification, making it a 4 tonner.



The Jeepster

The convertible designed 'Jeepster' arrived in 1948, filling a gap in the Willys product line. This model had many extra-type features as standard, such as chrome hub caps, whitewall tyres, sun visors and a cigar lighter. The basic model was powered by the 2.2 litre 'Go Devil' four cylinder engine. Other models had a 2.4 or 2.6 litre six cylinder motors. The transmission consisted of a three speed gearbox with overdrive and, like the early Station Wagon, was rear wheel drive only. The Jeepster had the 'Planadyne' independent suspension at the front, which used a transversely-mounted leaf spring.

The car failed to appeal to the intended customers, because it was too expensive compared with competitor's products. Willys decided to offer the car with a basic level of trim and charge for the optional extras. During the Jeepster production period,

Right: Willy added a basic station wagon body to the MB in 1947.

Below: The more refined 463 Station Wagon was introduced in 1946.



1948-50, 19,000 cars were built. Looking well into the future, to 1965 that is, the Jeepster was re-launched as the Commando. The car could be bought with all body styles, such as pick-up, station wagon, convertible and roadster.

The Aero-Willys

In 1951, Willys started to build cars which were not influenced by the Jeep's design. This was going back to the days before the Jeep was ever invented. The cars were the called the Aero-Willys range and included the Wing, Falcon, Lark and Eagle. In 1953, a car manufacturing company called the Kaiser Motor Corporation, which had

works there...

Get the job done! 'Jeep' power take-off is another plus that gives you unmatched versatility...saves you time and money. The 4-Wheel-Drive 'Jeep' Truck, below, is operating a back-hoe. It could just as easily be supplying mobile power for many other types of equipment—from crop sprayers to winches to belt-driven machinery. What's the first job you'd put it on?

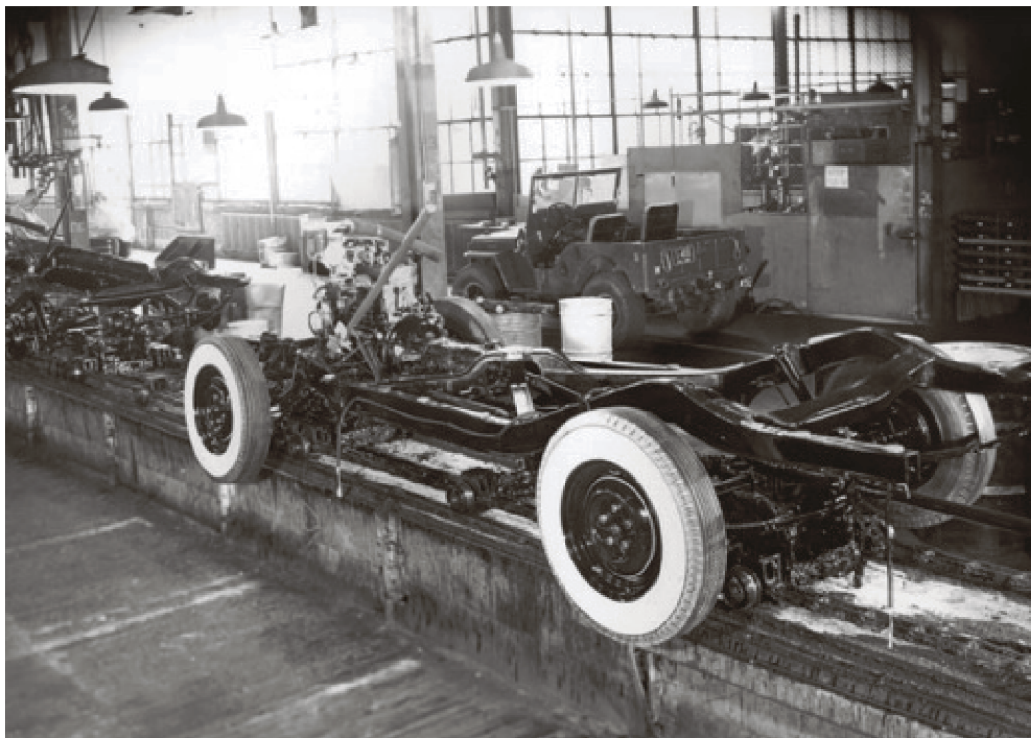


Above: The Jeep truck could turn its hand to anything.

been formed after the war, merged with Willys-Overland, becoming Kaiser-Willys. Production of the Aero models lasted until 1955, with over 91,000 cars being built at Willys' other plants in Toronto and Ontario, Canada. The company consensus was to concentrate on the Jeep design only.

The Jeep FC

A year later, in 1956, something totally different came out of the Toledo plant and the Canadian locations. This was the Forward Control Jeep, the FC150. The company had seen success in the commercial marketplace and wanted this to continue. With the FC, this could be achieved with an important advantage over the competition. The FC150 was based on the CJ5 military style chassis,



Above: A picture from 1949 of a Jeepster 'on the line' with an MB in the background.

Left: The Jeepster 'at the game' in 1949. Note the side step for the rear passengers to climb in when the roof was down.

encompassing four wheel drive.

Later, to cope with an up-rated gross vehicle weight (GVW) of 2½ tons, the track was widened from 48 ins to 57 ins, the wheelbase was lengthened from 81 ins to 83½ ins and the chassis was widened. Power came from the widely-used Hurricane engine which had been up-rated and now had an output of 73 hp. The base model was fitted with a three-speed gearbox. There was however, a four-speed option. The four wheel drive was part-time and when needed, the all wheel drive could be selected through the transfer box on the move. This was a new concept for the time. Later the company experimented with a van/bus prototype.

The FC170

The FC was a winner and, a year later, the company introduced the FC170, which had an increased wheelbase of 103 ins. Shortly afterwards, another increase saw a wheelbase of 108 ins; this was to make room for the 272 type V8, 4.5 litre motor. The obvious reason for all of these changes was to increase the GVW, now 3¼ tons. A simple solution to carry more weight, without altering the vehicle was to add dual rear wheels, which is what happened with the FC170DRW. The GVW went up to just over 4 tons.

The FC180 and FC190 Concepts

Never calling it a day on a design, in theory at least, it is thought Willys didn't get past the drawing board on two future, larger FC models. The company wanted to increase the wheelbase yet again, to 120 ins on the FC180 concept. Added to this was the idea of an option of two engines, the Super Hurricane in-line six cylinder and the 272 type V8. There would also be a choice of gearbox, the T-98 four speed manual or a three speed automatic.



This vehicle would be rated at 5 tons GVW. There were bigger plans for the envisaged FC190, which would be a six-wheeler, have everything the FC180 had, and would be a 7½-tonner. Sadly, neither of these models materialised.

All the model variants of the FC continued to be built until 1964. Mahindra of India, which had started its business by building the Willys military-style Jeep in 1947, began building the FC in 1965 for the Asian market.

Above: In 1965 Kaiser re-launched the Jeepster calling the car the 'Commando'.

Left: Magazine advert for the two of the Aero Willys range of non-Jeep based cars

Below: In 1958 Willys experimented with a van/bus prototype on the FC150 chassis.

Bottom: 1956 Jeep FC 150 brochure page detailing the rest of the product line.

**For 1953
NEW MODELS! NEW LOW PRICES!**

Aero-Willys

AERO "EAGLE"

AERO "LARK"

WILLYS-OVERLAND OF CANADA LIMITED

TORONTO - WINNIPEG



**NEWEST ADDITION TO THE TIME-TESTED... PERFORMANCE PROVED
Jeep LINE OF 4-WHEEL DRIVE VEHICLES**



A GREAT NEW Jeep

FORWARD CONTROL

TRUCK

**Model FC-150
4-WHEEL DRIVE**



**Jeep FORWARD CONTROL
TRUCK FC-150**
4-WHEEL DRIVE
G.V.W. 5500 lbs. WHITEHEAD 8' 11 1/2"
CARGO BOX LENGTH 6' 11 1/2"
75 H.P. DIESEL Jeep ENGINE

★ Maximum Cargo Space on Minimum Wheel Base

★ New Forward Control Design

★ Greater Visibility

★ Big Truck Features

★ "Go Anywhere" Maneuverability

★ Jeep 4-Wheel Drive Traction and Ruggedness

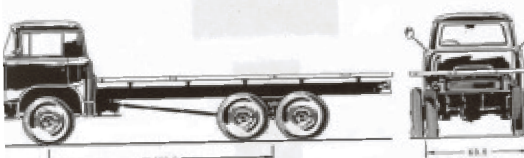
Right: The FC-190 concept looked good on paper, but was never produced.

Far right: Trade magazine ad from 1961 for the FC170DRW now called the 'Giant'.

Below: The FC 170 'artic'. This wasn't a concept and there was a few produced around 1957.

FC-190

TENTATIVE...



- 15,000 LBS. G.V.W. ...
- MODEL 76 BEAR AXLES ...
- TANDER AXLES MADE POSSIBLE WITH NEW TRANSFER CASE ...
- AVAILABLE WITH FLAT BED AND V-8 ENGINE ONLY ...
- OVER-ALL PLATFORM DIMENSIONS: 82.0 X 203.0 ...
- STRAIGHT SIDE RAILS OF 8" CHANNEL SECTION ...
- UTILIZES MAJOR COMPONENTS OF MODELS FC 170 AND FC 190 ...
- 4-SPEED TRANSMISSION STANDARD EQUIPMENT
- AUTOMATIC TRANSMISSION OPTIONAL

STATUS...		COSTS... (estimated)	
PROTOTYPE.....	FEBRUARY	TOOLING.....	\$338,000.00
		(Direct labor and material) ...	
PRODUCTION.....	MAY	UNIT INCREASE.....	1,517.01
		(OVER CURRENT FC 170)	

New **GIANT**

4-WHEEL DRIVE **Jeep** TRUCK



It carries up to a big 5,200 lb. payload on a 100 in. wheelbase!

BIGGEST - NEWEST - HUSKIEST Jeep TRUCK EVER BUILT!

Here's the truck that hauls the heaviest load per pound of vehicle weight! The Giant 'Jeep' 4-wheel drive forward control FC-170 carries a big 5,200 lb. payload on a 100 inch wheelbase, the largest of any vehicle in its 9,000 lb. GVW class. Its performance, fuel economy, maintenance economy, and maneuverability this terrific 4-wheel-drive Giant is unbeatable! Test drive the Giant 'Jeep' truck yourself... it is adaptable for all conditions — potholes, mountains, farms or city suburbs. Available as pickup — chassis and cab — platform and stake.

Jeep VEHICLES BY WILLYS KEEP CANADA ON THE MOVE

MAIL THE COUPON FOR MORE INFORMATION: Willys of Canada Ltd., Dept. 101, Windsor, Ontario. PLEASE send me free full details on the FC-170 Giant 'Jeep' truck.

Name salesman call ☐

NAME.....

COMPANY OR FIRM.....

ADDRESS.....

CITY..... PROV.....



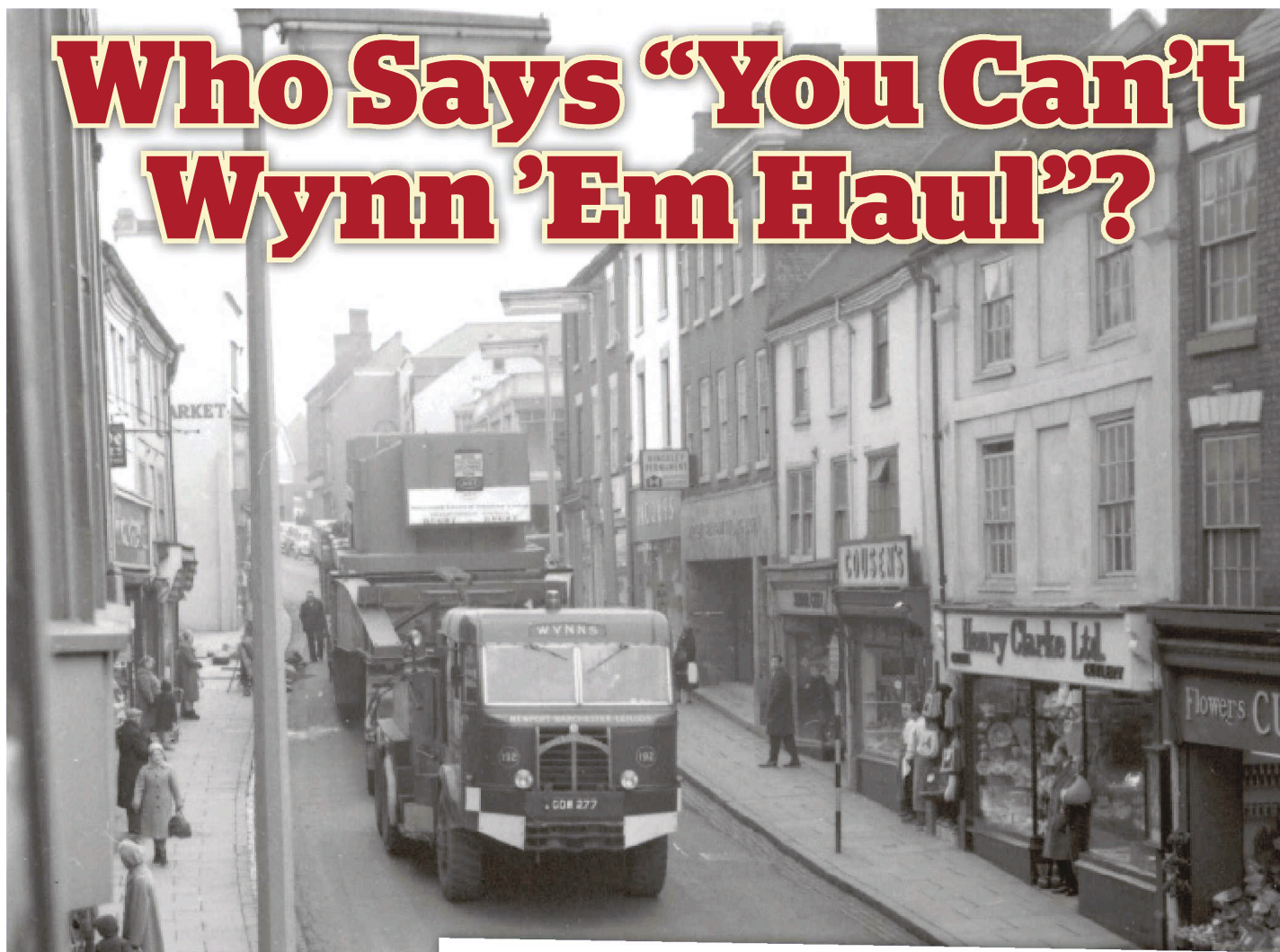
Finally

By 1970, Kaiser had now become a loss-making company and was bought out by the huge American Motors Corporation (AMC). In the 1980s, the Chrysler Corporation wanted to have the Jeep brand as its own and, by 1987, had bought out AMC. Of course the Jeep is still around, as is the Land Rover, and both compete with each other.

Below: An all models line-up from the late 1950s, including the FC, the Jeep truck and the CJ5.



Who Says "You Can't Wynn 'Em Haul"?



Colin Pratt, the 'Jester from Leicester' – which helps to explain the heading – has sent some more pictures of heavy loads moving through Hinckley, Leicestershire, courtesy of the editor of 'The Hinckley Times', to whom we are most grateful.

Colin remembered a picture of a Wrekin Roadways Scammell Highwayman coming down Castle Street in Hinckley in the 1960s, at which time this was part of the A47 – more of this later – which is where it all started a few months ago.

He asked his friend, Simon Holden, editor of 'The Hinckley Times', if he would delve into the archives and find this photograph. Simon also found a number of others, which we published a couple of issues back.

As promised, Simon and Colin delved into the archives again and came up with some more interesting photographs, from the days of 'Pull and Push', as well as four letter words, blood and sweat. Some might say: "Those were the days..."



Above: We have a sequence of pictures, showing a transformer from AEI (Associated Electrical Industries) Transformer Division at Rugby, headed for a power station, either in the UK or abroad – you can't quite read the banner on the side, which usually gives the destination. The procession along Castle Street, Hinckley – which was making everybody stop and watch its progress, even the ladies in the 'Rentaset' TV shop in picture 4 – was headed by Wynn's Pacific 'Dreadnought', fleet no 192, GDM 277, registered in Newport in 1950. The traffic must have been stopped in the other direction to let this wide load pass through.



Left: A close-up of the transformer on the trailer, Wynn's 48-wheel unit, with its Crane girders supported on bogies with six lines of wheels, sometimes used with air-cushion equipment to further spread the enormous load of trailer and transformer – probably around 300 tons in all...

Below: The convoy was travelling downhill through Hinckley as this point, so there was more power at the rear, to stop anything running away. Here we have a great shot from an upper window, like the others, showing the rear of another of Wynn's Pacifics, 'Valiant', fleet no 194, 1570 DW, registered in 1962, and Diamond T, fleet no 212, HDW 572, registered in 1952 (all these tractors were ex-War Department, of course), with its replacement cab by Nash & Morgan of Coleford, in the Forest of Dean, which had space for three men and all their kit, unlike the original version on the Diamond Ts as acquired. You can also see the steersman, looking out of the cabin on the rear bogie of the trailer



1



2



1 & 2: It wasn't only Wynns which moved the big loads through Hinckley, before the A47 by-passed the town. Here we have a lengthy pressure vessel, made by Old Park Engineering of Holly Hall, Dudley, passing through the town. It was hauled by a six-wheeled Foden FGHT 8/80 ballast tractor, WLG 717 (Cheshire, 1955-56), of A & T Keogh, of Wilmslow, Cheshire, on an ex-military Dyson trailer with two rows of eight wheels in line, and a multi-wheeled bogie at the rear. A police Triumph 2000 is following, while an MG 1100 passes and a BMC J4 van is parked in the first shot, and people gather by the traffic lights to watch its passage in the second – I'm not so sure I'd stand there, as the load will cut that corner...

3 & 4: The picture Colin remembered from the 1960s, showed Wrekin Roadways Scammell Highwayman, WUJ 450 (Shropshire, 1961), named 'The Conqueror', pulling a lengthy box-section, carried between two of the company's trailers, around a seemingly impossible junction, as the crowds – and a BRS Parcels 'Noddy' van – looked on.

Barry Fenn noticed that 'The Conqueror' is still around in preservation, carrying a Dutch registration as well, as seen in his picture, taken at the Bedford Gathering in 2007. Where would we be without our eagle-eyed readers?

Thanks to Barry, Colin, Simon and 'The Hinckley Times' for all these pictures. I wonder how many more great pictures like these could be found in the archives of other local papers...?



AA – Knight Errant of the Road

John Greeves looks back at the history of this well-known motoring organisation.

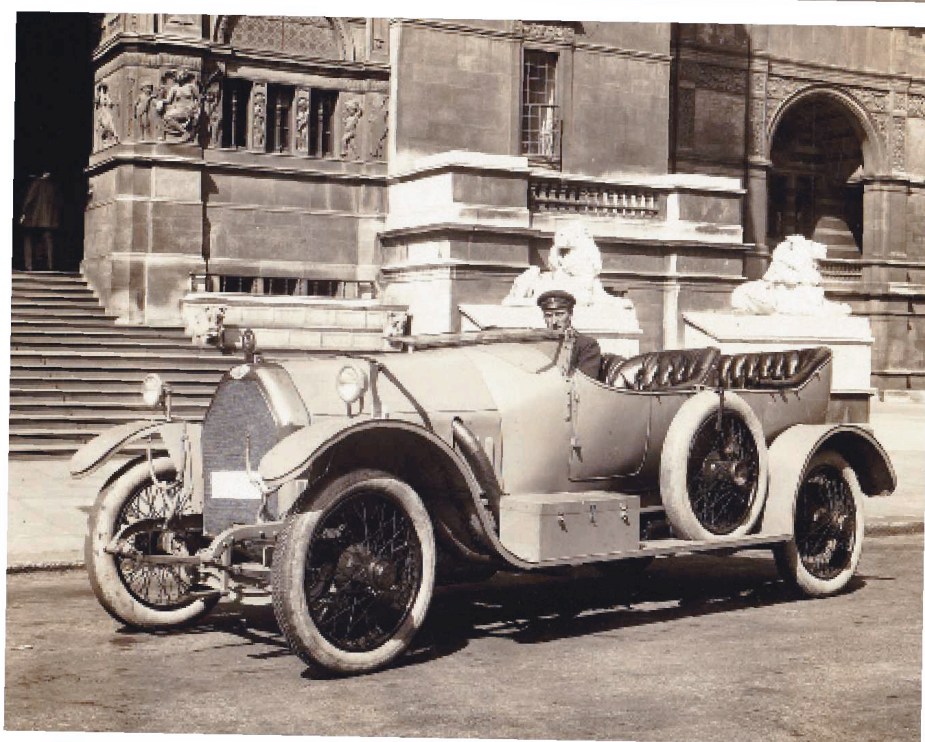


Above: AA patrols enlisted in the Army during World War 1.

In the 1950s, before the advent of the package holiday, roads would become jammed during 'factory fortnight' in August, as vehicles headed to the seaside towns of Britain. It was an annual migration that occurred every year and was supposed to be a relaxing break for all.

Sitting in the back of a Morris Traveller (Tudor house on wheels), there were all sorts of sights to see with my brothers, as the car nudged forward in a slow crawl towards our destination, with hundred of others all bent on doing the same thing. There were vehicles of all types – Austin A40s, Ford Populares, Bedford vans, a flashy Jag or beaten up Morris 10, line upon line, all 'packed to the gunwales', including the kitchen sink if my dad was correct.

Motorcycle combinations with 'L' plates, carrying driver and pillion, with two others in a side-car puttered past with enormous packages hanging precariously from every



Above: An Itala car presented by an AA member to the War Office in 1914.



Above: An AA box at Banstead Downs in the mid-1920s, with a London General S Type double-decker passing.

Right: Another AA box at Ashted around 1926.

Below: The box, badge and salute.



for exceeding the limit by as little as two miles an hour, and unsympathetic magistrates would impose a fine, usually of £5, the equivalent to a month's wages, with the alternative of a

special code warning was developed using the salute from 1910 to 1960, following a legal test case ('Betts-v-Stevens') where the Chief Justice, Lord Alverton, ruled that where an AA

spare inch. The summer temperature inside cars would be rising, as drivers grew increasingly irritable; then everything would stop suddenly, when a white plume of steam appeared from a neighbouring car.

But amid all this chaos there was always someone on hand; the AA man, with his reassuring salute, who seemed undeterred by this seasonal flight and who was there to safeguard us, as he had always done from the earliest of days.

The Automobile Association was founded in 1905, primarily to help motorists avoid police speed traps, laid down in the Motor Car Act 1903, which allowed a speed limit of only twenty miles an hour. The police forces of the day were very much anti-driver and a trio of officers would choose a rural stretch of straight road and hide in bushes waiting for the unwary driver.

Known as 'hedge hogs' by the early drivers, these zealous policemen would trap motorists

four week jail sentence.

In response to this police oppression, a London motor dealer, Charles Jarrot, of Jarrot & Letts Ltd, started to organise a special staff of cyclists, skilled at judging speeds. Bearing red flags, they patrolled the Brighton Road, to caution those who were travelling at an illegal or dangerous speed. By 1905 'The Motorists' Mutual Association' was formed, which later in the year changed its name to the Automobile Association, and employed scouts, many of them Fleet Street newsboys, on an increasingly number of roads, to sniff out traps mainly at the weekends. A year later, the AA had erected thousands of road signs and warning signs and continued to manage road signage, until responsibility was passed on to the local authorities in the 1930s.

The Salute

Some may interpret the old AA salute as a deferential gesture, but it was far from it. A



Above: A sign of changing times, a 1960s callbox.

Right and below: A 1959 BSA 'Road Service Outfit', seen at AA displays at motor shows and the Lord Mayor's Show in recent years.

patrolman signalled to a speeding driver to slow down and thereby avoid a speed-trap, then that person would have 'obstructed an officer in the course of his duty'.

From then on, if an AA patrolman failed to salute, he did so because he was warning of a police trap or other dangers and couldn't be incriminated by the law for not saluting.



Fortunately, The Road Traffic Act introduced into the House of Lords in November 1929 and the Road Traffic Bill of 1 August 1930 eventually removed the 20 mph speed limit and let common sense finally prevail.

AA Badges

From 1906 until 1957, the AA distributed vehicle badges. I remember my dad hovering over the grill of his car, trying to decide the best position for it, before finally attaching it.



Above: Two wheels gave way to four, with Land Rovers and Minivans.

A Morris Minor van to the rescue of a lady with a Ford Anglia in the late 1960s.

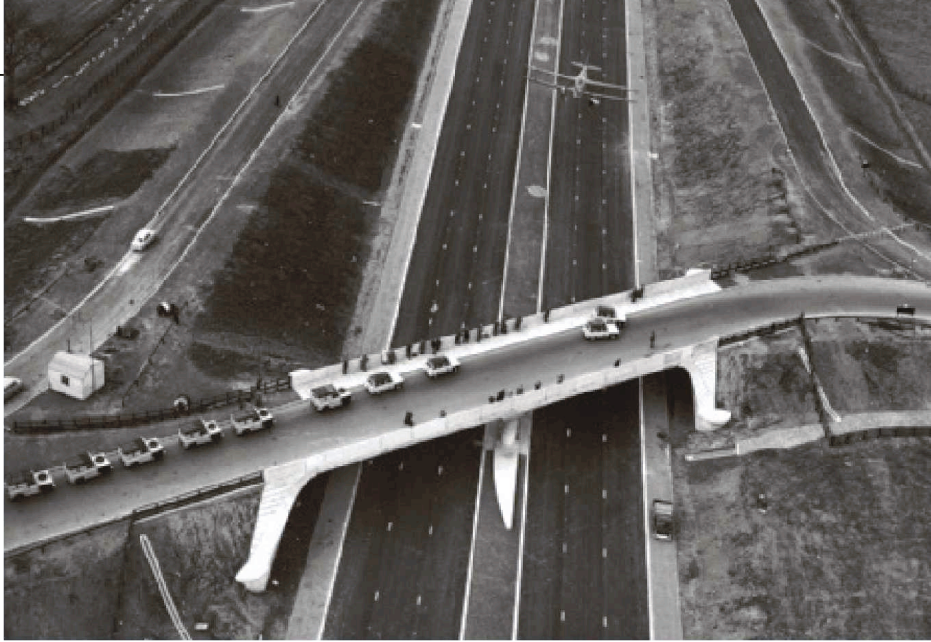


The badges were supposed to be returned with the ending of an insurance contract but many were often kept.

Motorisation and Growth

By 1909, AA cycle scouts were operating all over the country, but it took until 1912 before the AA introduced motorcycles, initially for inspectors. Early motorcycles were from manufacturers such as Chater Lea, Triumph and BSA. The first motor cycle combinations, known as Road Service Outfits or 'RSOs' were issued in 1919. The sidecar was a practical addition and made it possible to carry a tool kit along with cans of petrol, oil and water.

Other developments ran along side the growth of the AA, including the Members' Special Handbook, which contained a list of nationwide agents and mechanics and a free legal service from 1909. Unfortunately, sometimes the quality of work in many



Left: AA Land Rovers and Ford Escort (100E) Estates posed over the newly-opened M1 motorway, as the AA's De Havilland Dragon Rapide aircraft flies over.

Below 1&2: Two views of the AA Highland Patrol Series I Land Rover, to the rescue of an Austin A50 and an Austin 10 in the snow.

3: An early 1960s Minivan, seen at the AA Patrol Service Centre at Caterham.

4: An AA Land Rover Series II seen at Kyleakin Ferry Castle Moll in 1966.



garages was of a very low standard and in the post-war period the AA introduced the 'Garage Plan'. Garages were to be inspected and given one of three grades with the results being published in the handbook. Complaints were soon reduced.

The organisation also introduced AA Routes, inspected hotels and restaurants, issuing an AA Star Classification, as well as pre-purchase and post-accident repair checks and assisting motorists in foreign travel. Reciprocal

arrangements were made with touring clubs in France, Belgium, Holland and Switzerland and brief information given in the early days about conditions in these different countries.

In the 1920s, there was growing interest in private flying and in 1929 the AA formed an Aviation Section, initially to survey grounds and provide information about changes or obstructions. The AA produced the first air-route maps and was the first to supplement telephone and post by dropping messages to

patrols from aircraft. Even the famous aviator Amy Johnson worked with the AA to plan her 1932 World Record flight to Cape Town in a De Havilland. When the M1 opened, the AA planes observed traffic flow on this new motorway, as well as on other roads, until 1987, when the AA stopped using its own planes.

By 1938, the patrol force had grown in size and motorcycles now dominated, with 1500 patrols on motorcycles compared with

Right: A pre-Relay Land Rover and motorcycle trailer rescue a young lady with her Lambretta Series 1 in the early 1960s.

Below: A Bedford CF 'Beaver-tail' in 1971, with a Ford Cortina Mk III.

Below right: A Bedford J1 with a Hydrolift 'spectacle-lift' in Jersey, with a BMC 1800.

Bottom: A Bedford J3 with crew-cab and beaver-tail body in 1973, with a Ford Escort Mk I.



800 relying on pedal power. However, the patrols were still largely dependent on the once familiar roadside phone boxes and worked standard routes from these fixed locations. The system became increasingly impractical as motoring grew and two-way communications were introduced, finally using radio telephones from 1952 and it wasn't long before this had spread across the whole of the fleet. The introduction of two way radio after World War II also saw the launch of a night-time breakdown service in the London area which was gradually extended to cover most of Britain.

Membership grew rapidly and, after the war, the AA led the protest against petrol rationing, which was finally repealed in 1950. As a child, I remember being more concerned with sweet rationing, which went on until 1953.

As an organisation, the AA was always responding to change and, in 1949, started to switch from two wheels to four. Land Rovers were first deployed in London in 1949 and proved so successful and versatile that they found a home in many regions of Britain, including remote areas such as the Highlands of Scotland.

With the need to carry more equipment and spare parts, as roads got busier the AA began

a gradual switch to vans from 1962 onwards, with the last motorcycle combination taken out of service in 1968. During the 1960s and 1970s, the AA used the much loved Austin Minivan, Land Rovers and, later in the 1970s, the Ford Escort van, and the much unloved Morris Ital in the 1980s. The AA had one million members in 1950, which had grown to 5 million members by 1973, when the AA Relay Service was introduced and the Association's headquarters moved from





Leicester Square in London to Basingstoke in Hampshire.

Other changes were also taking place as I grew to be a teenager. The lure of guaranteed sunshine and cheap package holidays soon decimated the traditional British seaside holiday. Firms like Horizon Holidays or Hourmont changed the expectation of

holiday goes for ever. Even the AA became part of a consortium which owned Thomas Cook and arranged holidays around the world under the brand name Argosy with its numerous AA travel agencies dotted around Britain, beckoning Brits to distant lands. Like so many others, our family abandoned the South Coast highway one summer and

joined the jostling queues of pale-faced tourists awaiting their first package holiday to destinations like Corsica, Mallorca or the sun drenched Costa Bravo.

Links: www.theAA.com



1: A Ford D series 'low-loader' in 1973, with a Cortina Mk III.

2: An AA Relay Ford A Series with integral crew-cab and flatbed to the rescue in the snow in 1979.

3: A Land Rover and trailer rescues an Opel Kadett in 1973.

4: A Relay Ford Transit prepares to tow a Vauxhall viva HC in May 1976.

5: A Relay Dodge 50 Series rescues a Volvo 440 and its boat trailer at Chichester Marina in June 1983.

6: A Relay Dodge G08 Series loads a Vauxhall Astra estate in 1983.

7: A Bedford J3 Relay vehicle is now preserved in the AA historic collection.

Southdown Motor Services 1915 - 2015

SOUTHDOWN'S ODD-BODS



The oldest Tramocar vehicle to be transferred to the Southdown fleet was PX 886, a 1924 Shelvoke & Drewry Freighter with tiller steering and Hickman 20-seat body. It was sold for scrap a short time after the takeover. (From a painting by Glyn Kraemer-Johnson)

We are all familiar with the 'Queen Marys', Cavaliers, Royal Tigers and PD2s but, from time to time, some more unusual and less publicised vehicles entered the Southdown fleet. **Glyn Kraemer-Johnson** offers a selection.

A good example of this was the Tramocar operation. In 1924, Walter Gates started a service in Worthing, along the seafront, from Splash Point to The Towers, using Shelvoke & Drewry Freighters with tiller steering and 20-seat bodies by Hickman. This chassis, more usually associated with refuse carts, was chosen because of its tiny wheels, which enabled an exceptionally low floor, being only 23 inches from the ground. This in turn provided easy access for the mainly elderly residents of the town.

The operation continued, with several route extensions and variations, until 1938, when Gates eventually agreed to sell out to Southdown. Some eleven Freighters were transferred to the company, the later ones having pneumatic tyres and 26-seat bodies by Harrington. At the time of the take-over, two



Above: Ordered by Tramocar, but delivered to Southdown, were two rear-engined Freighters with Harrington bodies. In full Southdown livery, albeit with 'Tramocar' name on the front dash, T16 (FCD 16) rests at Splash Point. (Andrew N Porter)

new Freighters were on order and these were delivered in 1938 in full Southdown livery, but retaining the 'Tramocar' name on the front dash. These two, numbered T16/17 (FCD 16/17), had rear engines and Harrington centre-entrance bodies.

When further new vehicles were required, however, Southdown turned not to Shelvoke & Drewry, but to Dennis Bros of Guildford. Dennis supplied two Falcon chassis, specially built to a low-floor configuration, which were fitted with Harrington 30-seat centre-entrance bodywork. By the end of the war, the Tramocar undertaking had been fully absorbed into the main Southdown operation and the Falcons migrated westwards, to join others of their breed on Hayling Island.

The Langstone Bridge, which connected Hayling Island with the mainland, had long been a thorn in Southdown's side. A 940 ft long timber structure, it had a 40 ft swinging centre section, which allowed vessels to pass. When it was opened in 1824, it had been described as 'one of the finest structures of its kind in the country, but the coming of the motor vehicle had made its mark.

As far back as 1931, buses using the bridge had their seating reduced to 26, instead of the usual 31 while, in 1936, Southdown's last Tilling Stevens single-deckers were fitted with lightweight all-metal bodies for the Hayling Island service.

The 20-seat normal control Leyland Cub had become something of a maid-of-all-work, being supplied as both buses and coaches. The former proved particularly useful for one man operation of the less remunerative routes. In



Above: At the same location is 81 (FUF 181), Southdown's choice for the service, one of two Dennis Falcons with centre-entrance Harrington body. Both were transferred to Hayling Island in 1950. One of the original Freighters waits behind. (Omnibus Society)

Below: Southdown's normal control Leyland Cubs had become a familiar sight in a variety of guises from rural bus to private hire coach. Moving the cab forward beside the engine, however, gave it a completely different appearance and enabled an extra six passengers to be accommodated, very useful for services crossing the notoriously weak Langstone Bridge. Park Royal-bodied Cub number 12 (CUF 412) prepares to set off for Hayling Island with a full load. (Surfleet/Southdown Enthusiasts' Club)

1936, however, six Cubs arrived that were of forward-control layout. Again for the Hayling Island service, the revised driving position allowed 26 passengers to be accommodated on the comparatively light Cub chassis.

Obviously, the express service and excursions from the Island were also subject to these weight restrictions and, to overcome the problem, Southdown purchased eleven Leyland Cheetahs with 24-seat centre entrance bodies by Park Royal, the Cheetah being lighter than the Tiger normally used for this type of work.

The first single-deckers to be delivered after the war, and the last half-cab saloons to be received, were again for the Hayling Island services. The order called for ten Dennis Falcons, very similar to those bought for the Tramocar services ten years earlier, but this time with 30-seat rear-entrance bodies, also by Dennis. These spent their entire lives working in the Hayling Island area. However, the structure eventually became so weak that even these small buses were restricted to how many passengers they could carry across the bridge, the remainder having to walk.





Above: Also bodied by Park Royal were the 11 Leyland Cheetahs, again bought especially for the Hayling Island services, but this time for express and excursion work. Originally numbered 510, FUF510 had been renumbered 610 by the time this photograph was taken. (Roy Marshall/Southdown Enthusiasts' Club)

Below: The last saloons to be bought for the Hayling services were Dennis Falcons with 30-seat bodies, also by Dennis. Joined by the ex-Tramocar Falcons in 1950, they maintained the service until a new bridge was opened in 1956. The Dennis bodywork managed to capture the Southdown character quite well. (Author's Collection)



Right: At first glance, there is little to suggest this is a Southdown coach, particularly in black and white. A standard Bedford OB/ Duple Vista, 71 (JCD 371), is seen threading its way through the London traffic. It was one of two such vehicles bought for the Hayling Island to London express service in 1948. (Author's Collection)

Two more vehicles purchased especially for Hayling services, prior to the replacement of the bridge in 1956, were particularly 'non-Southdown'. These were two standard petrol-engined Bedford OBs with Duple Vista bodies, the only change to the standard specification being a reduction in the seating capacity from the usual 29 to 27. Bought to cover the express service to London, they would probably have faded into obscurity, had it not been for the model manufacturers who, having produced a Bedford OB, discovered that Southdown had



Langstone Bridge – the cause of all the trouble! It would appear that the passengers are regaining their seats on this Southdown Falcon, while the white-gloved policeman prepares to wave it on. (Southdown Enthusiasts' Club)



Above: The survivor! Originally a 1400-class saloon, 1443 was the subject of an attack by a German aircraft in November 1940, its body being damaged beyond repair. Amazingly Thomas Harrington happened to have a spare coach body in stock and this was fitted to the repaired chassis, allowing it to continue in service until 1952. However, it was very much a non-standard body for Southdown, having a centre-entrance, stepped waistline and canopy just wide enough to accommodate the destination screen. A handsome vehicle, nonetheless. (Surfleet/Southdown Enthusiasts' Club)

owned these two and realised just how nice they looked in two-tone green and cream. The consequence was that, many years after their withdrawal, the Southdown OBs achieved a certain degree of fame.

Southdown emerged from World War II reasonably unscathed, although there had been one fatality that resulted in an 'odd man out'. On 2nd November 1940, car 1443, a Harrington-bodied Leyland TS8 saloon, suffered severe damage from a German aircraft attack at Punnetts Town, near Heathfield. The body was damaged beyond repair, but the chassis was salvaged, straightened and fitted with a coach body, which Harrington happened to have in stock.

The result was most un-Southdown-like, with a centre entrance, stepped waistline and only a suggestion of a canopy beside the driver's cab, just large enough to accommodate a

normal-size destination screen. The design was reminiscent of contemporary coaches supplied to Crosville. In this form it ran in service until 1952, when it was withdrawn. Even then it refused to die, the chassis and running units being used in the construction of one of the Beadle integral rebuilds.

Unlike many other companies of similar size, Southdown was staid and traditional in the extreme. There were no revolutionary designs and no trend-setting innovations. However, in 1950, it took what for Southdown was the adventurous step of purchasing a double-deck coach. Numbered 700 (KUF 700), this was based on the Leyland PD2/12 chassis, of which it was the first of many, and was fitted with a 44-seat body by Northern Counties. It bore some resemblance to the pre-war TDs re-bodied by NCME but, having a full front, there was more than a suggestion of the Queen Mary PD3s that were to follow later in the decade. It had 16 full coach seats on the lower deck and 28 upstairs, and had Southdown's much favoured half-drop windows, although sliding 'standee' windows were fitted above those on the lower deck. Interestingly, it was the only bus of four-bay construction ever bought new by the company.

It was put to work on the Eastbourne to London service, for which it had been ordered and, while it attracted admiring glances from outside, its passengers found it far from admirable. It rolled alarmingly on corners, causing the upper-deck passengers to complain





Above: Doing what it was intended to do. Southdown's one and only double-deck coach 700 (KUF 700) speeds towards Eastbourne when new; hopefully not making the top deck passengers feel too ill! (Alan Lambert)

Left: Delivered two years earlier, Guy Arab III 502 (JCD 502) shows an obvious resemblance to the double-deck coach and differed considerably from the rest of the batch. It is seen at Patcham Fountain working a Brighton local route on which it spent most of its life. On the left is a Brighton Hove & District ex-London Transport Bristol K6A, re-bodied by Eastern Coachworks. (Malcolm Keeping)

Right: Surely the most unusual vehicle to carry the Southdown fleetname was the Westland SRN2 Hovercraft used on the Southsea to Ryde service in 1962. It was photographed crossing Spithead at speed. (Anthony Barton)



of nausea. In addition, it was a ton heavier than the comparable stage carriage bus, which made it sluggish on hills. The seating capacity was increased to 58 in an effort to improve stability, but this only served to increase the vehicle's weight. Eventually, it was re-seated to 50 and used on Private Hire duties in the Bognor area.

No 700 was exhibited at the 1950 Commercial Motor Show but, in 1948, there had been two exhibits carrying Southdown colours. On the Dennis stand was one of the Falcons for Hayling Island described above, while

Northern Counties displayed a Guy Arab III double-decker. The purchase of Guys came as something of a surprise, the company presumably being impressed by the rugged reliability of its Utility Arabs, of which it had 100.

Twelve Arab IIIs were delivered in 1948, 11 having standard Northern Counties bodies. The twelfth, however, was one of a number of buses built for Southdown by NCME, which featured experimental heating and ventilation systems. This one, car 502 (JCD 502), differed considerably from the rest of the batch and, in

fact, showed a marked similarity to the double-deck coach that was to follow, albeit without the full front. It featured the same heavily-radiused front and rear windows, together with the 'standee' windows on the lower deck.

From the front, it was always easily distinguished by the chrome surround to the destination screen, something that was also to be found on 700. It spent all its working life in the Brighton area. Two of the Queen Mary PD3s also had experimental heating and ventilation systems, both of which required the radiator to be sited beneath the stairs, thus enabling a standard BET-style double-curvature windscreen to be fitted. However none of these systems was successful and none was perpetuated.

If the double-deck coach had been a rare break with tradition, the strangest vehicle ever to carry the Southdown fleetname made its appearance in 1962. This was a Westland SRN2 hovercraft, which operated from Southsea to Ryde in the Isle of Wight for ten days in August of that year. The Ministry of Aviation decided that a hovercraft was not an aircraft but a motor vehicle and the trial was therefore licensed as an express service. It had been widely advertised on London to Portsmouth coaches and, on arrival at Southsea passengers were ushered across the beach to the Hovercraft

for the remainder of the journey. This was, of course, the origin of the Hovertravel service, which still runs today.

These diversions were very much in the minority, Southdown remaining traditional to the end. It stayed faithful to the front-engined double-decker until it ceased to be available and refused to follow the trend in sacrificing comfort and quality for economy and increased capacity. Surely one of the reasons why, 100 years after its formation, this company is still remembered so fondly by so many.

HEAVIES ON PARADE

Mike Forbes has selected a range of different pictures of eight-wheelers from the Chris Hodge Stilltime archive this month.

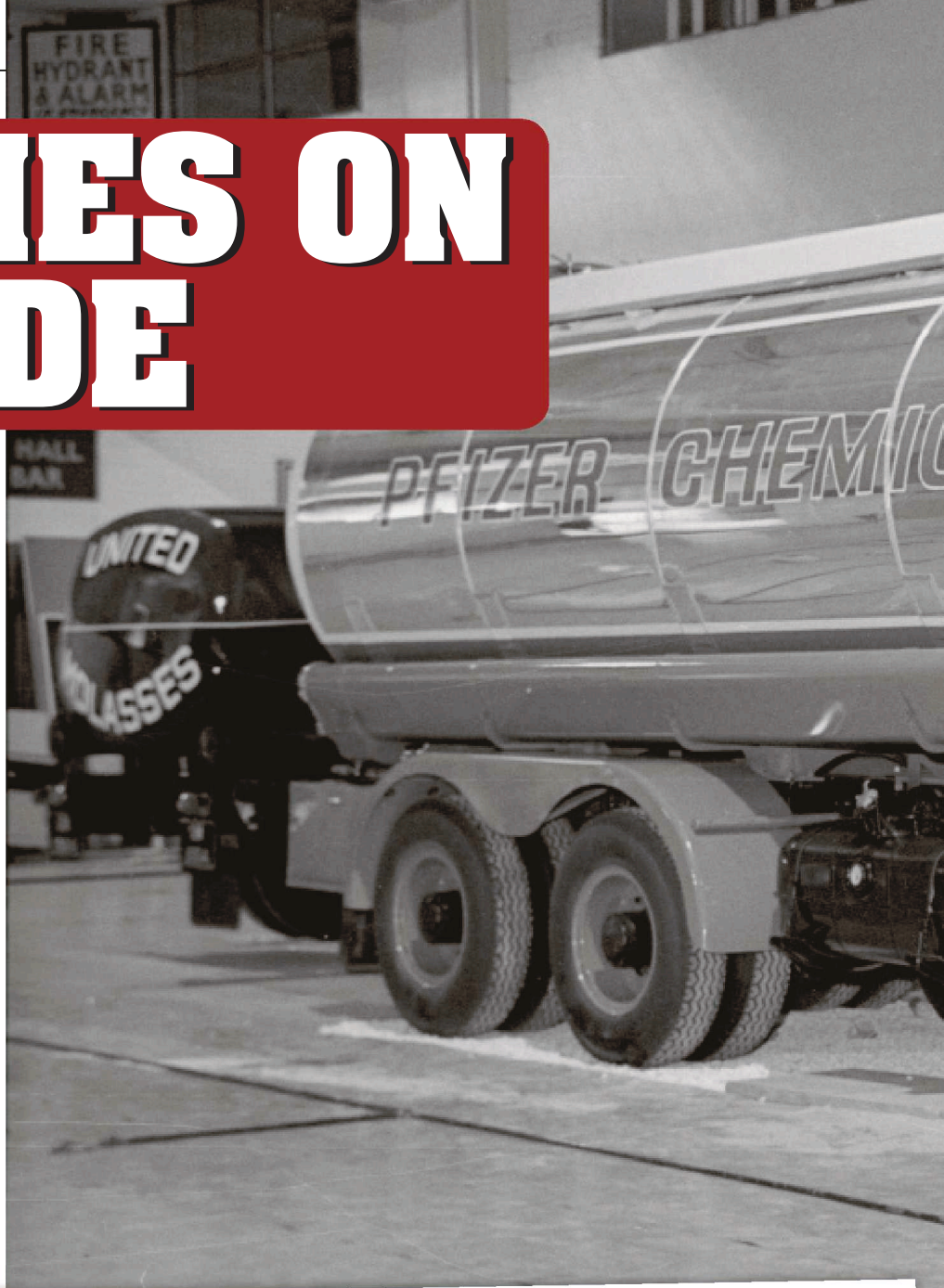
I'm sure every lorry enthusiast has a soft spot for eight-wheelers. After all, they were the 'kings of the road', as the top-weight vehicle type for many years, until the advantages of articulation became too obvious to resist, especially when they gained the upper hand with regard to gross vehicle weight.

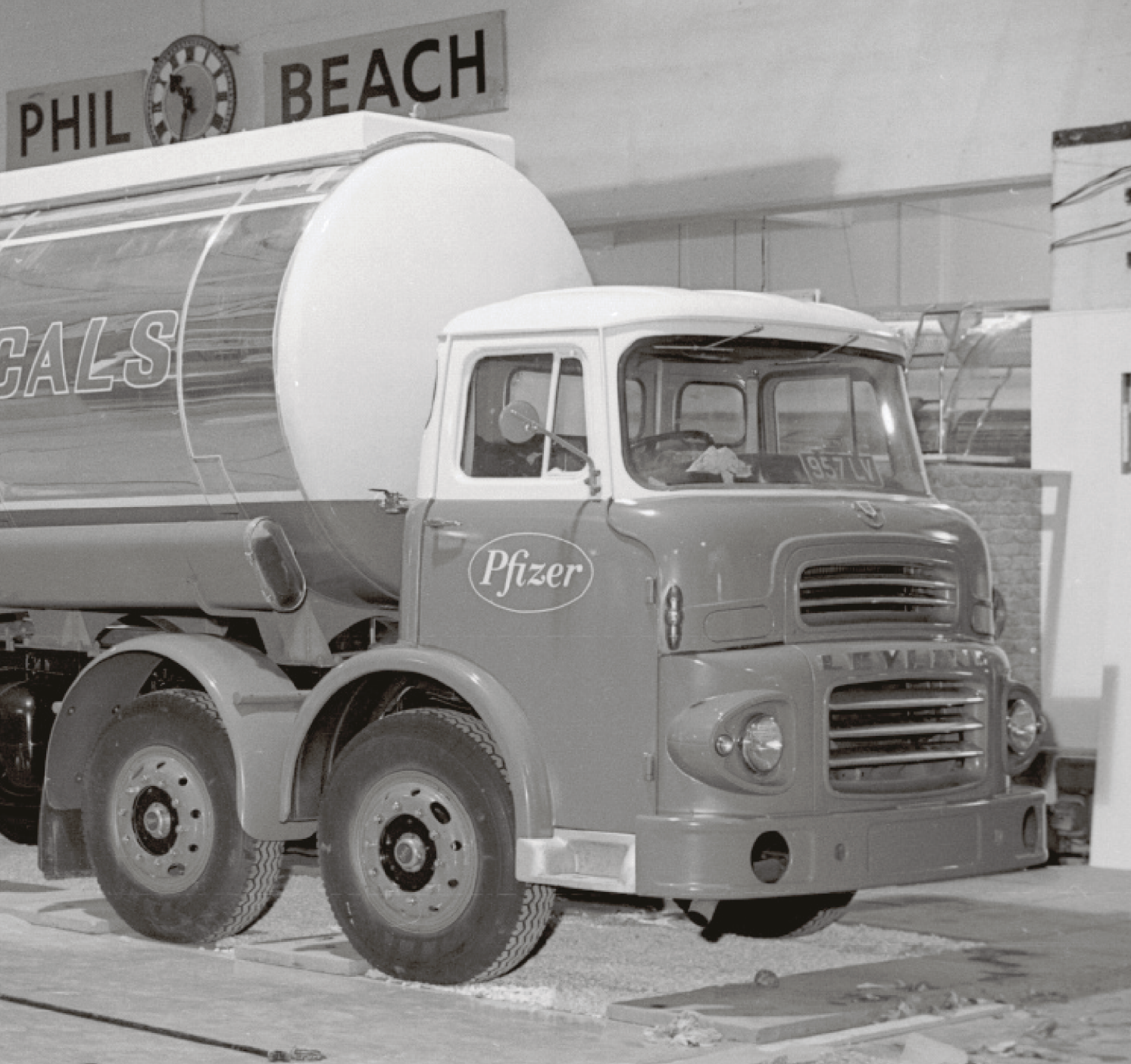
For many years, 'eight-leggers' were the biggest vehicles on the road, especially when they pulled a draw-bar trailer as well, and the sight of a heavily-laden lorry, with its load nicely sheeted and roped down, would always have us dreaming about the romance of the open road, since they would usually be on long-distance work. Forget the back-breaking task of loading and unloading at each end, not to mention the roping and sheeting (on a wet and windy day, with nobody to help). Power steering, heater, radio – all dreams for the future.

The rigid eight has held its own when it comes to tippers, even up to the present day but, during the 1960s, when the eight-wheeler was restricted to 24 tons gross – 32 tons with a 'dangler', but that meant carrying a 'second man' – the artic, given it had the right number of axles, spaced to the correct dimensions, the driver was wearing the right sort of hat and so on, could go up to 32 tons gross.

So most of these pictures date from before around 1964, with plenty of scenes from commercial vehicle shows, vehicles on test, Lorry Driver of the Year – all that manoeuvring around, and sometimes still loaded – plus a few out on the road doing what they were built for. The pictures here are just the tip of the iceberg, so we can have another helping, if readers enjoy looking at these...

Right: Here on another bodybuilder's stand at the same 1964 show, with a few more fixtures and fittings in place around it, is an AEC Mammoth Major 8 Mk V. As well as the specialised bulk flour body, this vehicle has a cab built by Duramin, in the days when AEC left the choice of cab to the vehicle buyer. (CHC aab179)





Above: Here is a Leyland Octopus, with the long-door version of the 'LAD' cab and the 'Power-Plus' 0680 engine, fitted with a tank body for the international Pfizer Chemicals company. It is seen here having just been manoeuvred onto the tank manufacturer's stand at the 1964 Commercial Motor Show at Earls Court, still with the Liverpool-issued trade plate, 957 LV, in the windscreen. (CHC aaa090)

Right: Going back a couple of shows, here is a Foden eight-wheeler, with the S20 coachbuilt cab and a bulk tipper body, on the stand of Anthony Hoists, then one of the major suppliers of tipping gears and so on. The vehicle was exhibited in the livery of W W Drinkwater, a well-known business in the London area for various types of operation, including waste disposal, for which this lorry was probably intended. Many vehicles used to be exhibited in operators' colours, especially on bodybuilders' stands. (CHC aap950)



Right: At Earls Court around ten years earlier, we see another striking vehicle, one of the Foden FG6/24 eight-wheelers, fitted with stylish enclosed tank bodywork for the Albion Sugar Co Ltd. These and later vehicles always made an impression out on the road. (CHC aab394)

Below: No doubt photographed at the show in October 1958, judging from the number plate, this Guy Invincible tanker was headed for the nationally-known Bulwark Transport fleet, a good name to be seen on your products. It's hard to tell whether this one was on the body or chassis manufacturer's stand. (CHC aab413)



Right: A stylish shot at another LDoY heat, this time probably in Oxfordshire, where this locally-registered 1958 AEC Mammoth Major III, 770 DFC, with a 'tin-front' cab and petroleum tanker body in the livery of Mobilgas, of Home Counties Petroleum Products of Oxford, was being put through its paces – or rather the driver was. (CHC aan867)



Above: A show of a different kind, the Lorry Driver of the Year, and a heat somewhere in the Midlands, luckily in good weather. 'Genevieve' was a 1960 Atkinson Black Knight, 103 AJF, here still quite new, in the fleet of Leicester-based Federated Road Services, whose green lorries were well-known for many years. The loaded eight-wheeler must have been hard work to manoeuvre around the course. The LDoY series was an annual show-case for the road transport industry, much enjoyed by its families and friends and missed by many. (CHC aah743)



Above: A later vehicle at a different show, at which the background will be recognised by many as 'Tipcon', at the Harrogate exhibition centre. The Seddon Atkinson 400 eight-wheeled bulk tipper, NGR 322X, dating from around April 1981, if I'm not mistaken, was headed for the fleet of Co Durham-based Ward Bros, but there are no clues as to the bodybuilder. (CHC aao197)

Left: Presumably at the same 'Tipcon' as the Seddon Atkinson, the show and conference organised by the Road Haulage Association, here we see an early foray into the UK market by Japanese lorry-maker Hino, whose rugged vehicles have always seemed to do better in the Irish market. (CHC aao200)



Above: Seen climbing out of an industrial area in Lowland Scotland on a road test for Commercial Motor, was this Albion Caledonian chassis-cab, loaded with test weights, running on trade plates 175 G, no doubt belonging to the manufacturer. It was being followed by a Land Rover Series I with a military-style registration in three lines of two digits, which was overtaking the photographer's Hillman Husky, which we've seen in other CM pictures. (CHC aar 643)

Right: Not a show vehicle, but with a lot of presence, this Atkinson with the earlier style cab, SWY 379 (West Riding, 1956), carrying a single-compartment tank, was in the fleet of Bulk Liquid Transport, based at Gildersome, near Leeds, alongside the Peter Slater bulk tipper fleet. According to the sign on the side, it carried chemicals between Rotterdam and Stanlow for Shell. (CHC aas705)



Right: Here's the photographer's Hillman Husky again, TYL 805 (London, 1957), outside the 'Black Lad' restaurant, being passed by a Seddon DD8, with a temporary-looking body loaded with test weights, running on Seddon's trade plates 144 BU. The Seddon eight-wheelers did well in several well-known fleets, so it was a surprise when the company dropped them from its range after five years or so. (CHC aax324)

Below: Were you that little lad in the school cap, watching this Atkinson Black Knight of Acton Transport, WLD 203 (London, early 1959), ease round the corner at the lights, with a girder slung between a turntable on its deck and the four-in-line bogie at the rear, while a Seddon and Bedford wait to follow it along the main road. We'll show the other shot of the girder being loaded another time. (CHC aay183)



Left: This is a TVW, which stands for 'Transport Vehicles Warrington', a company set up by several hauliers and a vehicle dealer, to build vehicle based on and developed from some Sentinel parts which they had in stock when that company ceased building lorries. This eight-wheeled tipper was in the fleet of A Fletcher of Ibstock, Leicestershire, for use on coal haulage, alongside other similar vehicles on Guy and other chassis. GFA 559 (Burton-on-Trent, 1957) is seen here loading from a chute, beside a Thames Trader, OCH 760 (Derby, 1959), of W H Ratcliffe of Derby. (CHC aay296)



Top: On show for a very different reason was this Foden DG eight-wheeler, DUJ 435 (Shropshire, 1947) and the Bedford OY next to it. They were being sold off when British Road Services was being partially de-nationalised in the early 1950s. The intending hauler looks as if he's driving a hard bargain, ably assisted by the whole family... (CHC aay302)

Above: British Road Services in action at another LDoY event. The Bristol HG6L was only made for BRS. With a cab built by Holmes, chassis and body by Bristol (96th Sanction) and Leyland O600 engine (according to the Allen Janes and Phil Sposito book on Bristol lorries), LDN 751 was registered in 1955 in York and was operating as fleet no 2D21, from that depot in the North East Division of BRS. (CHC aay995)

Left: Another comparative rarity was the Thornycroft Trusty eight-wheeler. This one, fitted with a tipping body, was seen on the Edbro stand at the commercial vehicle show at the end of 1958, along with an ERF and a Dodge, which you can't see in this shot. (CHC aaz370)



Above: The Scammell 'Rigid 8' had its fans and was produced for many years, from the late 1930s, right up to the late 1950s, by which time it looked rather old-fashioned, but offered a specification and performance which many newer designs still couldn't match. This was GWO 24 (Monmouthshire, 1947), still running in the Girling fleet well into the 1950s, with a rigid-sided body which made its long wheelbase appear even longer. (CHC abe960)



Left: In the early 1960s, the Scammell Routeman II came as something of a surprise, with its Micheloitti-designed 'cheese-grater' glass-fibre cab, although the emphasis was still on light unladen weight and good performance at the then maximum gross vehicle weight of 24 tons, as shown on the registration plate, here at the 1964 commercial show. (CHC aaz913)



We're back at an LDoY heat in the mid-1950s, with the Stanton driver, in his white shirt and tie and uniform cap, working hard to score points between the National Benzole flags on a dismal-looking day, driving a Leyland 22.0/1, PNU 132 (Derbyshire, 1950), which was a popular eight-wheeler in its day, many having long working lives. (CHC abh504)



What's New

Mike Forbes looks at some of the latest model releases of interest to classic vehicle enthusiasts.

Sometimes it comes as something of a shock to me, as a collector and occasional trader in diecast models that not everybody understands the market for these collectables. I'm thinking particularly of vehicle owners who want a model of their car or other vehicle. "Have you got a Morris Minor?" they ask, "I've looked everywhere for one." And they are most surprised and offended when told that models of these cars came and went several years ago. Or you produce one and it's the wrong scale, or colour, or not the exact model. I have friends who will say: "Yes, and it won't have the dent in the off-side wing like yours, either..."

But you see what I'm getting at? Over the last 20 years or so, the model manufacturers have made all sorts of vehicles, which have hit the market and promptly disappeared, perhaps rarely to be seen again on a stall at a rally. The old idea of dealers having stocks of a wide range of products in an on-going catalogue are long gone which, of course, is part of the reason obsolete Dinky Toys and others are as valuable as they are these days. Basically, if you want a model, you have to get it while you can, or be prepared for a long search...

The changing market also means that not all the model ranges cover or, indeed, major on classic vehicles in the way they used to, while the number of completely new models, rather than existing castings in a new colour scheme, is much reduced.

Oxford Diecast

However, one company which is keeping up the rate of new and interesting introductions is Oxford Diecast. With ranges covering different scales and types of vehicle, old and new, there is something for most enthusiasts – and still at a realistic price... Some of the latest models to appear are illustrated here.

Among the 1/76 scale lorries, the ERF EC Olympic and fridge trailer in Scotlee livery, Royal Mail Leyland DAF 85 artic box and Ford Cargo box van in BRS Truck Rental colours (hard to think the real thing would be about 35 years old now) are among the latest releases, along with a Pollock-liveried Scania R143M and Robson's of Carlisle DAF 2800.

These will soon be joined by a plain white Cargo van, 'Parcellforce' and Stobart DAF 85, Alfred Hymas DAF 2800 and Reid's of Minishant Scania 143 tippers, ERF LV artics in Carnation and Stobart colours, a London Brick Scammell Highwayman and low-loader, plus

other modern artics. The relationship with the models produced for the Atlas Stobart series is apparent, notably with a Komatsu excavator coming later in the year. It's good that so many interesting models in other colours are resulting from this relationship. There's a great six-piece set commemorating 150 years of London fire appliances as well.

A Dorchester Armoured Command Vehicle, Matador recovery, Austin Tillies, Bedford MWD and QLDs in new markings and Royal Navy Scammell Scarabs will join the 1/76 scale military series. The Matador and trailer will join the Green Goddess seen above in Roberts Brothers colours, a Silcock Bros Scammell Pioneer, Harris Cargo van and another Fowler Showman's engine for the Dorset steam fair are also on the way in the Showman's series.

New versions of the Plaxton Panorama in Flights and Cotters colours, the Weymann Fanfare in Neath & Cardiff and Bartons liveries, Leyland Royal Tiger in Lough Swilly and North



Western liveries, Duple Roadmaster in Belle View Coaches colours, a Macbraynes Bedford OWB, the Maidstone & District Leyland PD2/12 double-decker and the ex-BMC Competitions transporter, as a Harris Coaches booking office, will all join the 1/76 scale passenger transport series soon.

As well new versions of the modern



Mercedes ice cream van in the 1/76 scale vans series (along with bigger 1/43 and smaller 1/148 versions, too) and the Bedford CA Utilabus in Royal Navy livery seen here, there will be British Railways Series I and II 109, Morris J and Ford 400Es, white Transit Mk I and 3 and Royal Mail Connect and AA and Liptons Austin Seven vans, not to mention a Massey Ferguson 135, plus a new blue baler.

Among the new 1/76 car models – some all-new, others in new colour schemes – will be the Austin A40, A60, Healey 3000, Seven and 1300; Bentley Mk VI, T2 and Mulsanne; Ford Capri Mk III, Noel Edmonds' Cortina Mk III and Zephyr Mk III; Citroen 2CV, Land Rover Discovery and Defender; Morris Minor MM and Six saloons; a black MG TC; New Mini Coupe; Rover P4; Sunbeam Rapier Mk III; Volvo Amazon saloon and 245 estate and the Messerschmitt KR200, already available in the large 1/18 scale, but curiously, not in 1/43 scale...

In the tiny 1/148 or 'N' scale, along with the Foden 'Regent' tanker – unfortunately making the same mistake with a huge tank as the

1/50 Corgi version of year's ago – new models will range from a 2CV and Mini, AA and RAC motor-cycle combinations, the classic Wall's Bedford CA ice cream van, British Rail and Network Rail Land Rover Defenders, Hot Dog and RAC trailers, to a Scania fire engine, AEC Matadors, Bedford MWDs, Austin Tillies, Eastern National Bristol LD Lodekka, Ribble Leyland Royal Tiger, RAF and BOAC Commer Commando buses.

In the larger 1/43 scale, the latest car releases shown here are the railway photographer, Ivo Peters' Bentley Mk VI in dark blue, with two-tone green to come, and Daimler SP250 in Metropolitan Police black, seen here, with a red version to follow, along with an Austin Healey 100 BN1, Aston Martin DB2 and DB9, Datsun 240Z, Volvo Amazon and Vauxhall Firenza, plus now colours on several other Oxford cars in this range. New versions of the Austin Seven van in LMS and Daniel Doncaster liveries.

There are almost too many new models from Oxford to keep up with, but there will almost certainly be something to keep most collectors and enthusiasts happy. Joining the Oxford Diecast Collectors Club (02380 248850 or www.oxforddiecast.co.uk) or at least getting hold of the current catalogue is always a good idea.

B-T Models

The range of models of classic buses and commercial vehicles in 1/76 scale from B-T Models continues to grow. The latest passenger vehicles, which will soon be available, include the Leyland Leopard/ Duple Dominant coach, in two versions of the 1980s 'Midland Scottish' livery, the Bristol LD Lodekka, with short or long radiator grille, in both 'Wilts & Dorset' and 'Red & White' Tilling Red liveries, as well as the latest Bristol MW single-decker in two alternative 'United Counties' dual-purpose liveries, all of which will be welcomed by model bus enthusiasts.

Among the 1/76 scale commercials, two new low-loaders, with a Leyland Roadtrain tractor unit in Mines Rescue Service yellow, and with a Foden DG ballast tractor in Pickfords livery, with wartime white markings, are on their way, as is the Leyland FG 'British Transport Police' van in the smaller 1/148 scale.



B-T Models



DA91 - LEYLAND ROADTRAIN LOW LOADER
'MINES RESCUE SERVICE' circa 1985 - 1995

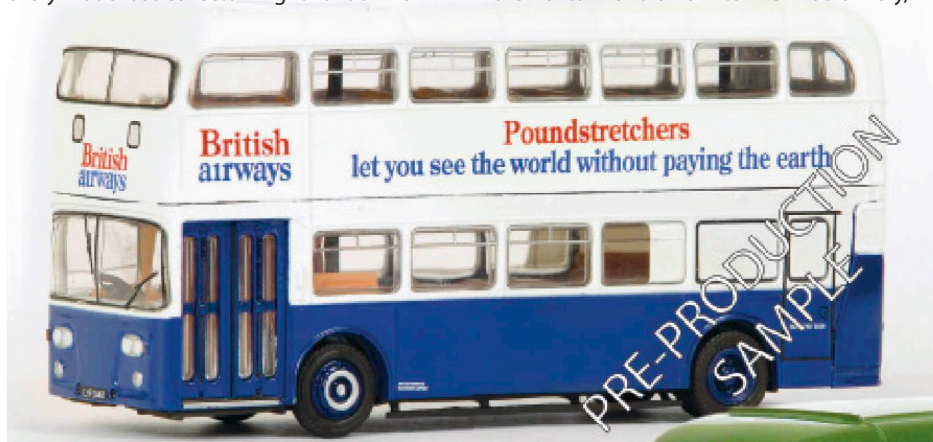


Exclusive First Editions

The flow of new models continues as strongly as ever from EFE, although they all seem to be new liveries on existing castings. That's not to say there aren't plenty of different versions of the wide range of bus and coach models in the EFE range which have yet to be added. One day, every model bus collector might have all his

favourites, without recourse to re-painting some himself...

Among the latest to appear have been to Bristol VR in Southdown's livery for the Queens Silver Jubilee and a Bedford OB coach as mentioned in Glyn Kraemer-Johnson's article. Other old favourites in new colours include the Plaxton Panorama Elite in CIE Tours livery,



PRE-PRODUCTION SAMPLE



Where the model meets the real thing

Corgi

The new catalogue for July-December 2015 has just been announced, but I'm sorry to say there is very little of interest to classic vehicle enthusiasts – and no new castings at all that I can see. There are plenty of new aeroplane models in the 'Aviation Archive' series, a number of new Scania and Mercedes-Benz 'modern trucks', but just three classic bus models from OOC, a Hartlepool AEC Regent V/Roe, an Ashton Corporation Crossley DD42 and a Routemaster in the classic two-tone brown East Midlands, plus some modern buses.

New versions of plenty of the Vanguards range will be added, including various Fords, plus British Leyland, Vauxhall, Volkswagen, BMW and Lotus cars, but no all-new models, which is rather disappointing, while the new releases are all models of cars from comparatively recent years, when every request for new models I see is for older types.

with a London Country version to follow, and a single door ex-LT Daimler DMS in deregulation Western SMT colours.

A similar model in Wilts & Dorset NBC Poppy Red is on the way, as is another Southdown VR, this time an open-topper, an Atlantean in the later British Airways colours, the same style bus in Great Yarmouth livery, a Bournemouth Corporation Daimler Fleetline, a Bristol LS single-decker of Bristol Tramways, and an open staircase Leyland TD1 in Reading corporation colours.

There are no new lorry models scheduled at present, but EFE's subscribers can obtain an ex-LT RT in Dundee colours or a 'Hampshire Pullman' Bristol VR. If you want something a little different, this is a good way of getting something special.



An Easter Monday round of the British Hill Climb Championship in the 1960s. The AC Aceca waits to be flagged away. The model is a 50 year old Dinky Toy as described in the text.

THE BACKGROUND STORY

Graham Dungworth tells us how he creates his amazing model dioramas.

At the end of my Model Roadscene article 'On Home Ground' in issue 179, October 2014, editor Mike Forbes added a footnote 'We will have to ask Graham to share some of his secrets with us one day; how he uses models, figures and scenic accessories, against the background of a picture of a real location, to make up the settings for these most realistic pictures.' praise indeed!

At first I was somewhat sceptical having read lots of 'How it's done' articles in various model magazines, as these can often convey a sense of superiority on the part of the writer, a situation I was determined to avoid. The methods and equipment I use are very simple, in fact, if I can do it, anybody can!

I don't use computer programmes like Photoshop, mainly because I don't know how. Neither do I use camera equipment costing hundreds of pounds, I use an old inexpensive Kodak EasyShare C813 digital camera,

mounted on a tripod that I bought in a second-hand shop in Minehead for a fiver many years ago. My studio is a picnic table on our patio using natural daylight – no fancy lighting rigs or reflectors, you know the old saying 'It's not what you've got it's how you use it'.

The starting point is obviously the model that you intend to photograph. To illustrate this article I have used a Dinky Toys No 167 AC Aceca, which I found in an antique shop in a sorry state, as can be seen from the 'as bought' photograph. This toy

was only produced from 1958-63, making it over 50 years old. The real car was produced by AC Cars from 1954 to 1963 and was based on the AC Ace, a two seat open sports car.

In addition to the AC engine the Aceca was also available from 1956-63 with a Bristol engine. The Aceca 2.6 offered from 1961-63 had a 2553cc Ford Zephyr engine, albeit in a higher state of tune than the standard Ford

unit. The car was a relatively rare beast as only 151 Acecas,



The AC Aceca 'as bought' and looking very sorry for itself. In this state, the old Dinky Toy would be of no value to a serious collector and might even have ended up in a dustbin.



Stripped down and in primer ready for finishing the Aceca is beginning to look a bit healthier. Note the cardboard front inner wheel arches, spot lamps and tiny windscreen wipers.

169 Aceca-Bristols and 8 Ford powered models were built.

Since I was once given the opportunity to drive a Bristol-engined example in the early 1970s I have always had a soft spot for the Aceca, I remember that it handled well, thanks to the aluminium body and independent front and rear suspension, the six cylinder engine was smooth, but quite noisy, while the gearbox left a lot to be desired...

I started the model by separating the Dinky body and chassis, before stripping the original paint from the body and fitting a couple of spot lamps and windscreen wipers. Thankfully, the tinplate chassis although very rusty was useable, as I wanted to use as many parts of the old toy as possible. I gave the body a coat of primer and then sprayed on a couple of coats of dark blue paint. I usually model actual vehicles but in this case I have loosely based the model on photographs of the Carroll Shelby competition version for reasons that will become apparent later.

The chassis was a different proposition altogether. Dinky Toys of this vintage were not fitted with seats, so I had to make rudimentary cardboard seats and inner wheel arches. I also added a driver figure in racing overalls. The replacement wire wheels came from a £2 Lledo 'Days Gone' 1934 Chevrolet van, as did the steering wheel. All that remained was to paint the window surrounds, head and tail lights, grille, bumpers and wiper arms and to finish

off with competition numbers, white Shelby transverse bonnet stripe and number plates.

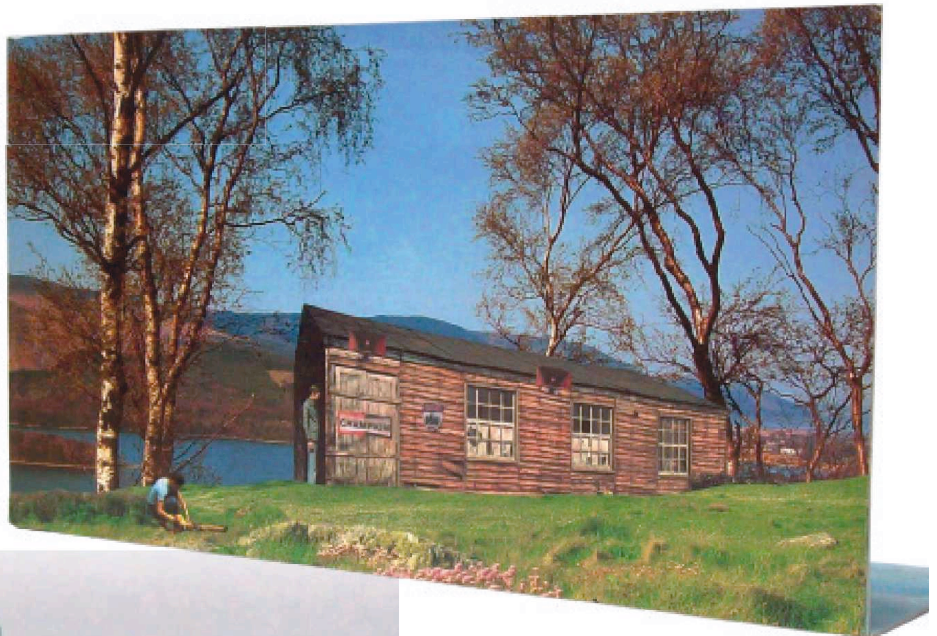
After polishing and refitting the transparent plastic window unit, the body and chassis could be reunited to complete the model. It's not the best model I've ever made but considering its humble origins I'm quite pleased with it. To me old toy vehicles like this are as much a part of the vintage roadscene as the real thing, each toy has its own little history and therefore deserves sympathetic restoration.

The next thing to consider is the setting in which you would like your model to appear. In this instance, I decided to photograph the Aceca competing in a round of the British Hill

Climb Championship. Before marriage and a family put a stop to such excesses, I have fond memories of campaigning (maybe 'thrashing' would be a better word!) a Hillman Imp in club rallies and auto tests and I have tried to recreate the atmosphere of these friendly gatherings in my pictures. Incidentally the Ferrari 250GTO shown queueing behind the Aceca in the picture of the start line was not a car that ever put in an appearance at the events in which I used to take part!

The actual background is simply a photograph of a real location stuck to thick cardboard with another piece of cardboard glued to the bottom horizontally so as to make the whole thing stand up. It is possible to use a background picture cut from an old calendar, but if you intend your photographs to be published, you could run into all sorts of copyright problems, so it's safer to take your own background pictures. Any good photographic shop can do enlargements for you but be sure to ask for matt prints.

Also, when you are taking your background pictures look out for anachronisms, you don't want a Ford Mondeo or a satellite dish in your contemporary picture of a 1947 AEC Mammoth Major! It is possible to customise your photographs, for example I needed public address speakers mounted on the timekeepers



Above: The background picture mounted on thick card with its card base to enable it to stand freely. The public address speakers and 'Champion' sign on the timekeepers hut are cut-out additions to the basic photograph.



Left: The finished chassis with driver figure, seats and rear inner wheel arches. The cardboard seats are extremely basic but they can't be seen too well when the model is put back together. The wire wheels are from a Lledo 1934 Chevrolet van, but look the part on the Aceca.

MODEL ROADSCENE

hut in my start line photograph so I simply cut out pictures of speakers and stuck them to the background picture using a glue stick.

With your background completed its time to think about the base on which your model will stand. In my picture of the hill climb start I have simply painted a section of track onto thick card, with a barrier at the rear onto which I have stuck period advertisements for Esso, Castrol, Champion Plugs and so on. This barrier serves to hide the 'join' between the flat photographic background and the three dimensional base.



The figures I use came from China, unpainted, in a bag of 100. This is how they look 'before' and 'after' painting. Careful attention to detail really is worth the effort; believe me, sloppy painting can ruin the appearance of the final photographs.



The three-dimensional base on which the model will stand. The rubber deposits and oil stains on the tarmac all add to the realism. The Armco barriers and the gravel on the paddock entrance road are all model railway items. Advertising signs were printed from the Internet.

The Armco barrier and the gravel for the exit road are scenic accessories, intended for use on model railways and are readily available from model shops. The grass in the foreground can be bought in sheet form from the same source, however I use pan scourers, the sort with sponge rubber on one side and abrasive green stuff on the other. I tear off the green part, stick it to my base and paint it with grass green acrylic paint. As the pan scourers are a pound for 20, it's much cheaper!

You may notice that I have painted black rubber deposits and oil stains on the grey tarmac in the start line picture, details like this add to the realism of the scene. The aforementioned grass is not a basic green either, I have added yellow and brown highlights. Look at any patch of uncultivated grassland and you'll see what I mean.

Finally, to really bring your pictures to life you need people. I have used quite a lot of little people in the accompanying photographs to illustrate what I mean. Mine came direct from ShiWei Technology Ltd of Shenzhen, China, unpainted, in a pack of 100 and they were very cheap but, again, they can be bought from any

good model railway shop. Unfortunately there are many duplications in the pack of 100, so I am now quite a skilled 'plastic surgeon', cutting off arms and legs and re-attaching in different poses. One of the ladies has even had a head transplant!

A steady hand and good eyesight or a magnifying glass are required when painting your figures and, remember, women's clothing in particular is seldom found in plain colours, patterned material is more common and therefore more realistic. On the subject of realism (and women) I always add a touch of brown to the flesh colour on the ladies' legs to better represent tights or stockings.

The main pleasure I get from modelling is being able to share the miniature scenes that I create with a wide audience, thanks to magazines like Vintage Roadscene. Hopefully, my efforts may provide the inspiration for others to have a go themselves, as I've already said, if I can do it – anybody can!



The AC Aceca, half way up the hill climb course. I have deliberately taken a wide angle shot, to give an idea of the sense of depth that can be achieved in a diorama measuring only 8 by 11 inches. If I was a spectator I certainly wouldn't be standing on the outside of a hairpin bend!



Look twice – these are 1/5th scale radio-controlled models, recalling lorries Brian Bickmore remembers on the road in his younger days.

Radio-Controlled in New Zealand

Look carefully at the pictures, for all is not what it first seems. Remember that old song 'Memories are made of this'? Well, here we have some models which a recent convert to reading Vintage Roadscene has made to help keep his alive, as well as a couple of smaller reminders of a happy youth from Hertfordshire.

Brian Bickmore, who tells us he is now 74 years old and originally from the UK, has built these scale model lorries, which bring back memories of lorries he used to know. So far, he has built three models, which all 'work', are radio controlled and are built to a scale of 1/5th.

The vehicles modelled all date from the late 1970s. The first is a Bedford TM 6 x 2, with what Brian believes is a 'Norde' suspension conversion for the tag axle, which is finished in Western BRS livery.

Then there is the Magirus Deutz – which we all knew as Maggies – finished in North Western BRS livery and, finally, the Ford Transconti, surely one of the nicest-looking trucks ever made, asks Brian? His model certainly looks impressive in 'factory white'.

Brian says: "I know they were not all that popular, maybe too heavy and too thirsty, however, here is my version coupled to a TIR tilt trailer."



"The models are constructed from mild steel and alloy plate, the steel is 'TIG'-welded, while the alloy is pop-riveted together. Making the cabs is by far the most challenging part of the job. Brian says he has to use body filler in some places where metal cannot be shaped to where he wants it!

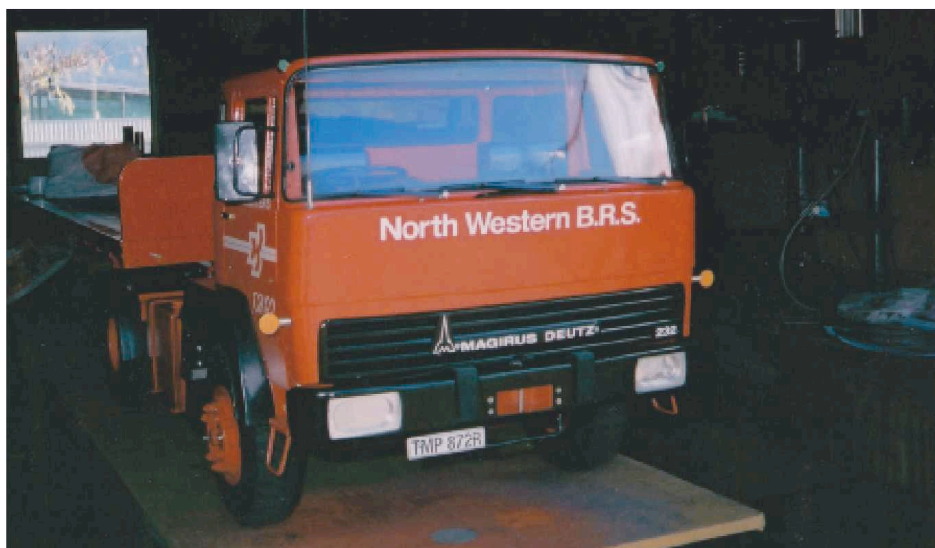
"The mechanical parts are taken from Senior Citizens' Mobility Scooters with, of course, the electrics that control them. These electrics are, in turn, controlled by the radio controlled servos,



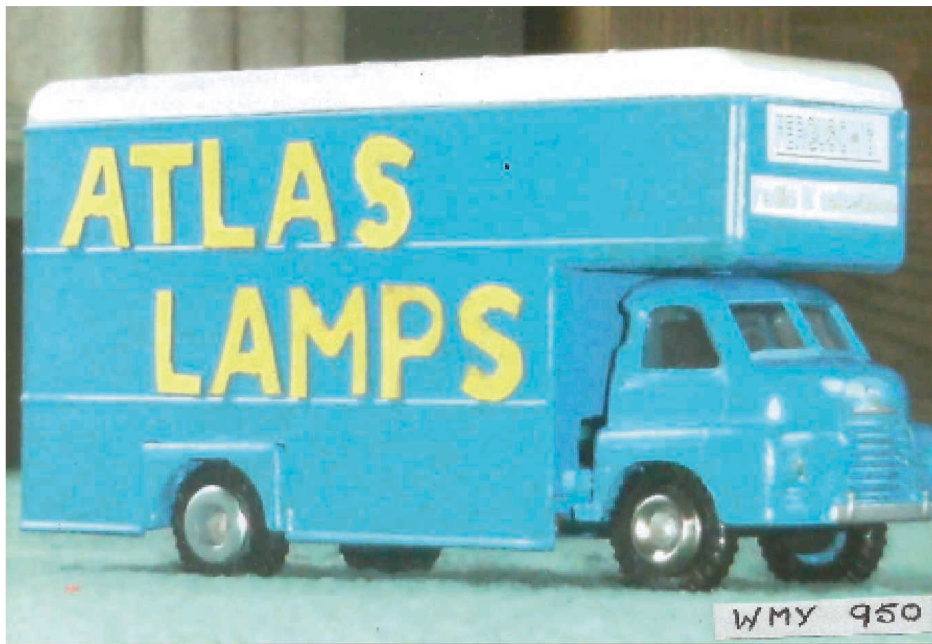
if you know what I mean...The models are quite heavy, for instance the Transconti tractor unit weighs 45kg!

"I am hoping that you or someone can help me with the model that I am currently building, also of course to 1/5th scale. This is of a 1970 Leyland-Scammell Crusader, the three-axle tractor unit with the General Motors 8V 71N engine. I really need some details of the area around the back of the cab, twin vertical exhausts, air cleaners, air tanks and air-line 'suzies' and so on.

"There used to be quite a few Crusaders running around in New Zealand and Australia but I haven't seen one for years and all the photos I have are from every angle except the rear of the cab! If anybody can help with some photos, it would be very much appreciated..."

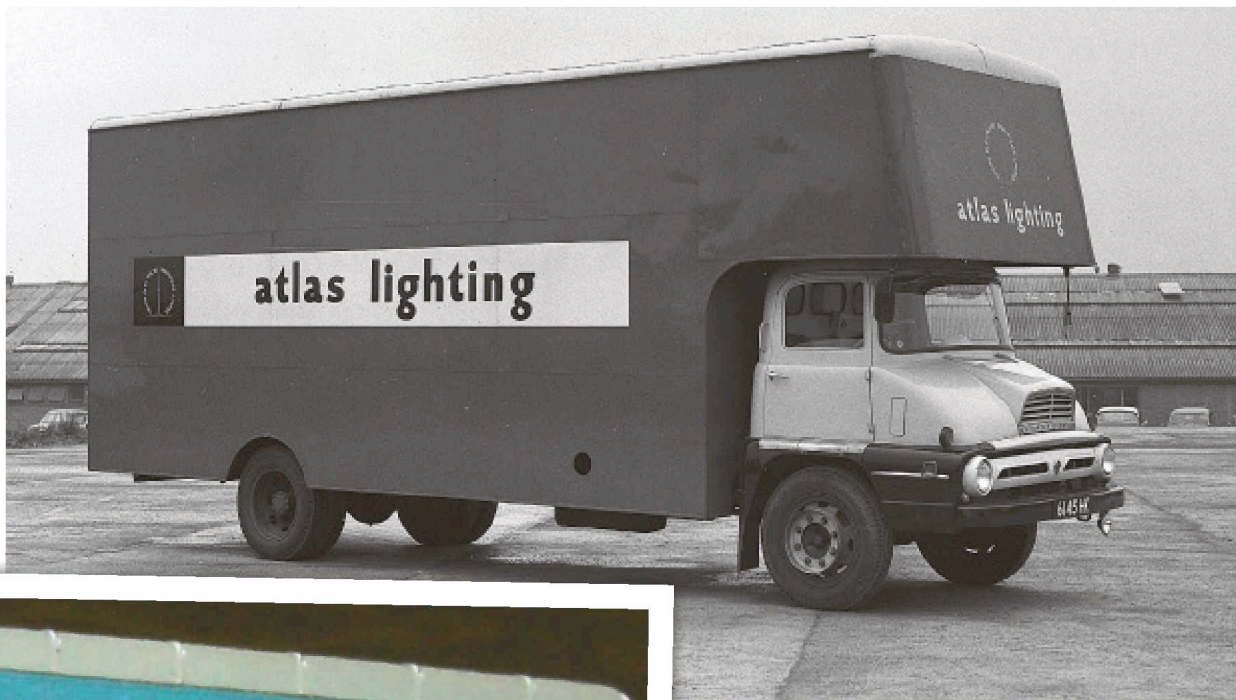


More Lovely Lutons



Above and below: Mr Gooch has made two 1/50 scale model Luton vans, using Corgi Classics bodies on Dinky and Corgi chassis, in the livery used by Ferguson Thorn Electrical Industries.

Right: A long-wheelbase, maximum capacity Luton-bodied Thames Trader 6D, 6145 HK (Essex, 1957) in the Atlas Lighting livery of Thorn Electrical Industries Ltd, based in Edmonton, North London. (CHC abe999)



were ex-Pickfords, because the boards were long. There was also an O Type artic, which had driver's accommodation in the trailer above the coupling. The Arlington Motor Company, based in Ponders End, did most of the bodywork and signwriting.

"All the vans were light blue. The vehicles included an S Type, WMY 950, and an O Type, JVB 71. I have sent a couple of pictures of models I have made using Dinky and Corgi parts, showing the advertising. The registration numbers I have included were some I could remember. The Thorns company was bought by a French company in the 1990s and the names disappeared."

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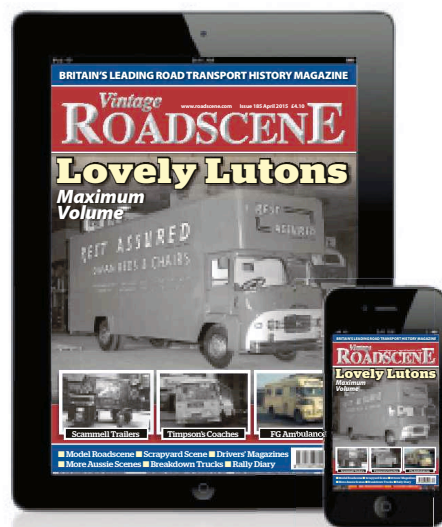
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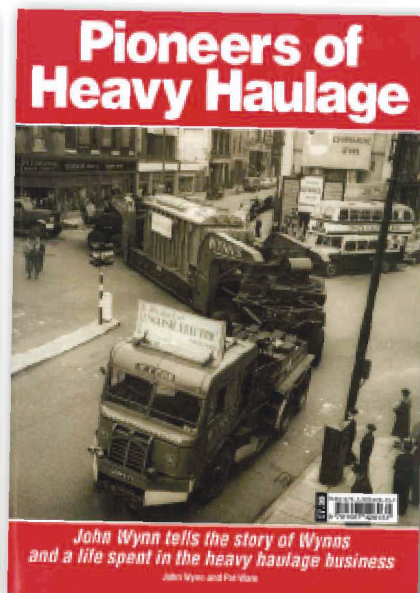
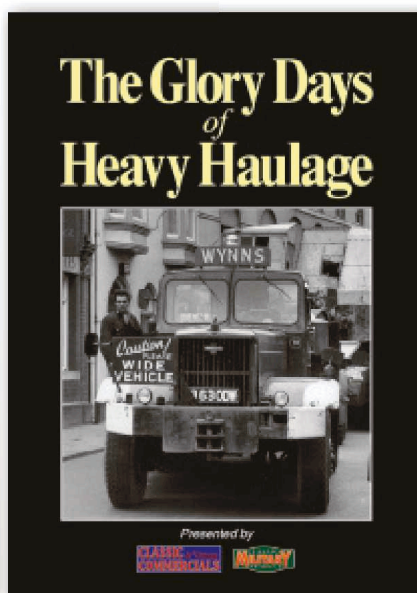
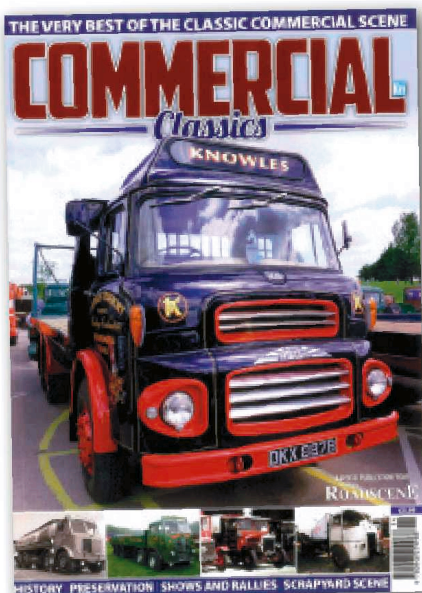
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BACK TO THE FUTURE

He once watched the event as a teenage club member, later took part as an entrant and has, over recent years, reported on both the positive and negative aspects of the 'London to Brighton'. So is it, *Malcolm Bates* now asks, poised to change for the better? Or destined to become 'an also ran'?



Above: The famous Crystal Palace mast is still obscured by morning mist as Foden 'Stroker' LTO 766E - warbles past to start its run down to Brighton. Interestingly, after years of takeovers and mergers, the long-lost 'Shipstone Ale' brand has been relaunched.

The HCVS London to Brighton run has, over the years, come in for some flack - a fair bit of it, from yours truly to be honest. Having started from a position of being the pioneer event for preserved commercial vehicles in this country - and just about the only opportunity an enthusiast had of seeing old commercial vehicles 'in action' - the run is now just one of dozens that take place throughout the summer months. So it's only natural for enthusiasts to compare one to t'other, isn't it? And voice an opinion as to which they prefer? Perfectly reasonable, you'd think, wouldn't you? And why not?

Yet until recently, HCVS policy has largely been to reject criticism - even when it was offered in a positive way - and meet suggestions of more direct shortcomings, such as internal cronyism, with threats of legal action. Hopefully, with the passing of Michael Banfield, that era is now a thing of the past.



Above: Another Foden. Another identity. This Foden S20 apparently started life as a ready mix concrete mixer truck, before being converted to a tractor unit for showman use. Now a ballast box heavy haulage tractor in Elliott of York livery, it made the run without a period drawbar lowloader trailer complete with Cat dozer. Next year, perhaps?



Left: Howard's way. Dodges were a popular choice for haulage contractors and market gardeners in the east of England, delivering produce to the London markets. But a six wheeler would obviously be used for heavier loads, so while most Dodges had Perkins engines, this one has a Leyland 'Power Plus' diesel. Also shared with the Leyland Motors group of course is the 'LAD' cab. Maybe we can imagine Peterborough-based P C Howard using a lorry like this to deliver new Perkins engines to vehicle manufacturers around the country? When Great Britain had vehicle manufacturers, that is....

Below: Is it by chance or design that the vehicles restored into period Davis Brothers livery always look like they've just finished a hard day's work, half-a-lifetime ago? In addition to the well-known 'Interim' Leyland Beavers - there are two, in case you were wondering - we can now add this lovely Bedford S-Type dropsider. Significantly, this recently-restored Perkins diesel-engined chassis was once part of the actual Davis Brothers fleet. The total ground-up restoration by family member Parry Davis maybe recent - but it still looks 'period'.

And hopefully, the event can now move forward. Or perhaps to be more accurate, 'back' to friendlier, more inclusive times.

After all, from an enthusiast's perspective, there are now plenty of other 'competitive' events to visit, or take part in - many of which involve far more attractive venues than a grotty windswept carpark at Crystal Palace with token portaloos and an overpriced burger bar at one end and the often impossibly-congested seafront at Brighton at t'other - with the prospect of yet more congestion up the A23 on the way home of

Below: Most of us are happy with a Dinky or Corgi toy car transporter, but this is something else. Wonderful Ford Thames Trader in 'Dependable Deliveries' livery seems to be in the process of delivering a load of Ford Anglia estate cars. Only the fitting of wider '41/21' steel wheels gives the game away that this is 2015, not 1965.



course.

There were several other aspects of the HCVS policy that bugged me, too. In the early days way back when it was just 'a club', there was only one option open to the enthusiast - be lucky enough to find an old lorry or bus that was in serviceable condition, requiring little more than a lick of paint and a grease-up. Something requiring a total rebuild from a pile of scrap just wasn't viable. There was only one standard - do the best you could afford. There were no guidelines. And no manual to consult. In commercial vehicle preservation terms, this was virgin territory, after all. But even so, some democratically arrived at 'official stance' - or a wider sharing of views - could have helped enthusiasts establish the way forward.

MISSING THE POINT

Today, several decades later, things are more complex. We know more. Thankfully, as enthusiasts, we understand more about the significance of retaining the 'history' of a particular vehicle. And increasingly larger numbers of us value 'patina' and an authentic 'in service' look, more than a coat of shiny varnish on a brand new 'replica' timber body loadbed. Many of us that is, aside from the judges of the London to Brighton run - where gloss and glitter - and the dubious delights of 'fake' company liveries - have continued to attract higher scores than originality and/



Above: A Fine Pair of Bristols. The Kelsey Media Editorial Guidelines manual is quite clear about this; "Journalists should make it perfectly clear that they are referring to two passenger carrying vehicles, built by the former manufacturing branch of the Bristol Omnibus Company - specifying chassis numbers and whether a bus or coach - and ensure there are no references to pert, young..." Well, that's OK then. However, getting the phrase; 'Nice to see these two beauties have gone topless' into the same paragraph may be more of a challenge.



Left: Thankfully after that, the phrase; 'This one looks a bit fruity' should be easy-peasy. However, the suggestion; 'What a lovely body', makes things more difficult. It is however great to see a lorry as common as the Bedford TK with something more interesting than a platform or dropsider body. 'Quick Turnover' of Reading is a modern-day business and that 'beautiful body' is a replica (the vehicle was originally a foam tender on the Isle of Wight), but no matter. It's very well done.



Left: Going to War 1914-18 style. Immortalised by 'Ole Bill', this LGOC 1914 AEC 'B-Type' actually started life working out of Mortlake depot, but was soon transformed into a matt khaki livery - red being a bit too visible to German machine gunners - before being returned to civvy street in service with 'National'. Restored to wartime condition to celebrate the Centenary of WW1, it is part of the London Transport Museum collection at Covent Garden and did the run with crew in authentic uniforms.

Above: It may have been the 70th Anniversary this year of VE day, but there are still other events commemorating the Centenary of the First World War. Rescued in scrap condition from Australia, this 1912 McLaren heavy road locomotive has been restored to represent the 55 McLaren lost in action during the Great War. Complete with the field gun and 'limber', the combination was an impressive sight as it headed out of Crawley.



Above: Trading Places. Original (left) and 'facelift' (right) Thames Traders side-by-side in the centre of Crawley during the halfway stopover. Congestion and chaos was predicted at this point, but with fewer crowds - and possibly fewer entrants bothering to stop - there was no problem.

Right: "Cab access is amongst the best in the business..." fibbed the Ford brochure! But then it was before the Trades Description Act - and in any case, the narrow door and wheelnut guard ring step-up was no worse than most other lorries of the period.



or authenticity. At least until now. Thankfully, there are some positive signs of change.

The great example that typifies - or I should say 'typified' - my point was the attitude of HCVS judges towards the fabulous 'Wallace & Grommet' Austin A35 van with amazingly authentic rust and dents on the bodywork that had been airbrushed onto a pristine, fully renovated shell. It was initially rejected for the run a few years ago because it "looked a bit tatty". It was a bit of fun, brilliantly done. And

a great crowd pleaser. It's just that the HCVS didn't get the joke...

Just now I said 'typified' in the past tense because ten seconds ago the most amazing forward control prewar Dennis two tonner (is it an 'Ace' or a 'Mace'?) dropsider just drove past. It was still in a completely 'barn find' condition, apart perhaps from the fresh air in the tyres and a wipe over the windscreen to enable the driver to see where he was going. It brings a new meaning to the word 'patina' and to my mind it typifies the change of attitude over what the entry acceptance criteria of the run should be. Surely top of that list is what is likely to be of interest to enthusiasts?

A NEW ERA?

Hopefully this and other changes - like a new venue for the start perhaps? - will herald a new era in the long and distinguished history of this event - after all, this year was the 54th event, so we're on the countdown to the big 'Six-O'. If this is the case, it really hasn't come a moment too soon as while editor Mike Forbes and your's truly were expecting the usual congestion in various spots on the way down to Brighton, this year, there were far fewer numbers of spectators than usual - even down on the seafront at Brighton. True, the weather wasn't great. But it wasn't that bad, either. So also on that hit list of things that need changing is some new ideas for attracting more spectators - both at the start



Right: Narrow minded. Why does this 1937 Albion have such a narrow cab? And why is it offset to the offside? The answer can be found in an Ian Allan book on railway-owned road-going commercial vehicles - it's to allow for over-length loads such as poles or RSJs which could be loaded beside the cab on the nearside. How does the driver's mate get in or out? Look, no plan is perfect, OK?





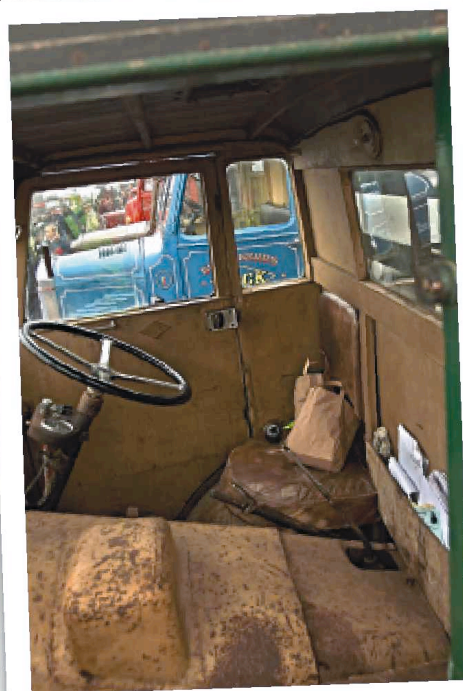
Above: The Same Idea - Different Approach. Left is 'God's First Range Rover' - a coachbuilt (by Tickford) estate car body on a Series One Land-Rover. Far more handsome than any 'factory' product, it was unfortunately also more expensive. On right is an Austin FX3 taxi/hire car chassis which was fitted from new with a coachbuilt 'shooting brake' body as originally ordered by Bright Steels of North Yorkshire. Who built the body? Owner Keith Laidlow of Bromley isn't sure and would welcome any information, but it's clearly a very well thought-out professional job with large load area and fold-up seats. Could it have been Massey?



Above: Not a Good Look. The production Routemaster looks so 'right' it's all too easy to assume the designers got it right at the first attempt. Wrong. Here's one they did earlier... RM2 in Green Line livery has the same basic shape, but not the style of the final production models.



Left: Sing it; "We're all going on a Summer Holiday..." This picture has all the necessary ingredients - a stylish Burlingham 'Seagull' AEC motor coach, freezing cold temperature and a sky full of rain clouds. It could be the 1950s except the passengers are donning their 'North face' jackets instead of cheap plastic 'Paka-Macs'!



Above: Star of the Show? If only 'Patina' could be purchased in a tin, the super-glossy restorations of the past decade could be returned to 'as used' condition. But it can't. So wonderful 'barn finds' like this 1935 Dennis '40-45cwt' dropside are the only reference we've got to what pre-war vehicles still in service in the early postwar years actually looked like. Hopefully, it will never be touched.

Left: Cab interior has clearly seen a bit of life, but yes, this was a working lorry.

and finish, but also on-route.

So overall? Even though there were fewer 'big buck restorations' than has been the case in recent years - sadly, Tony Knowles's much heralded Foden 'Twin-Load' and a couple of other 'fresh restorations' didn't in the end, make it - an interesting mix of 'regulars' seen on previous occasions and even some real 'old timers' like the yellow Commer 'Estate Car' bus that have featured on the run in past decades, did make it.

Let's just hope that the barn find Dennis is never 'restored' in some fictitious livery - or indeed, in any other way. 'Preserved' or 'conserved' are the words we need to stress here. Another noteworthy 'newcomer' was a fabulous freshly-restored - but not OTT - Austin FX3-based coachbuilt 'Woodie' shooting brake. To me, both help make the statement that this event is not dead in the water.

But does it mean that a new era for the London-to-Brighton is just around the corner? Let's hope so.



Right: Rarer Than... In 'Spot-On' model terms, this is the Holy Grail. In real life, it's even better! Fabulous Bedford S-Type artic petrol tanker in Shell Mex & BP livery reminds us of the days before Shell tankers became yellow and white and BP went green and white. Alas the 'Mex' brand has been forgotten. Note, trailer features Scammell automatic coupling gear, rather than fifth wheel.

AECs to the Fore

AECs to the Fore

Jim King and Mike Forbes visited the AEC Society's 32nd Annual Rally, Newark Showground Saturday-Sunday 23rd-24th May 2015.



Above: The Sunday morning line-up of AEC Mammoth Major Mk III eight-wheelers, JET 855, NBP 536 and UYP 897.

Jim King writes, as you would expect after thirty one years of experience, the AEC Society committee members have got this event down to a fine art, where everything runs just like clockwork.

Its central location, just off the main A1 at Winthorpe, Newark is ideal for vehicles from all over the country to attend, which was reflected in the vast number of trucks that arrived over the course of the two days.

As ever, with the great British weather, this was a game of two halves, as Saturday saw beautiful sunshine and high temperatures all day,

whereas on Sunday the clouds gathered and the inevitable rain came and went. From what I could gather the first day appears to have attracted the die-hard traditional enthusiasts, while on Sunday there were more of the general public.

The optional Great North Road run took place on Saturday and thirty or so vehicles lined up around one o'clock for the off. After a mid-way stop at a transport café, they made their way back to the showground, a welcome attraction to the photographers there. A special thank you to Kevin Fitzpatrick who also raised the tipper body on his fantastic 1964 Mammoth Major (408 GLO)

in Wimpey livery.

The George Stephenson building was the centre of the event, where there were trade and club stands and the main catering, plus on Sunday the Newark Town Band added entertainment for those present.

On Sunday morning, photographers Dave Reed and Peter Quinn arranged an AEC photo-shoot, which I was generously offered to attend. The two Mammoth Major tankers owned by Francis Cleaver, JET 855 of 1954 and UYP 897 of 1959, plus NBP 536, Andrew Hollingsworth's 1952 platform lorry were lined up, but the original tanker operator, Seymour Clapcott, was also overwhelmed to be reunited with them.

Dotted around the site were most of the main clubs, not only AEC, but ERF, Foden and Scammell all had a superb collection of vehicles of their marques, demonstrating what fine products were built in their day.

Thanks must go to everyone in the AEC Society for another smashing show and to all the entrants to which we are all indebted. Let's face it, without their dedicated efforts and enthusiasm there would be no event. I am not aware of any concours judging at this show, which is just as well for the competition would be fierce and a pleasure to witness. That said, the lorry of the weekend for me was Tony Lloyd's 1949 Maudslay Meritor, KXU 781, for two reasons. Not only am I a sucker for all eight-wheelers, but this one was built around the time I was born and brings back a lot of nostalgia for me. I trust everyone had a safe and pleasant journey home.



Above: AECs as far as you can see. What a great display of different types.

1: Some rather different AEC Regal IV coaches, Tillings' ECW-bodied LYM 732 and prototype UMP 227, with Plaxton Embassy-bodied Reliance, SHL 917.

2: Not AECs, but this Albion Revier and Scammell Highwayman, in the livery of B Glynn & Sons, of Denaby, near Doncaster, made an interesting contrast.

3: This 1965 Commer Maxiloader artic unit, CEY 925C, with a Carrimore low-loader trailer, was interesting, as was its Reliant Robin-bodied, Commer-powered tractor-pulling load.

4: This 1957 Foden S20-cabbed four-wheeler, 878 AAU, carried the remains of the livery of Cropper's Garage of Liverpool. With a sheet over the living accommodation, it would look just as if it was still working...

5: Setting off on the Saturday road run was KLB 596, the 1950 AEC Regent 3RT ex-RT1347, now restored by Andrew & Mick Gamble in Browns Blue livery.

6: The line of AECs seem to be saying to the BMC: "Hey, this is the AEC Rally!" But this enjoyable event attracts a number of different clubs and makes.

Kevin Fitzpatrick raised the tipper body on his Mammoth Major, 408 GLO, in Wimpey livery.



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Shropshire Trundle

John Fadelle of the Scammell Register reports on the club's 'Shropshire Trundle'



John says there was a good turnout for the 5th annual Scammell Register 'Shropshire Trundle' on Sunday 17th May, from the Midway Truck Stop, Whitchurch, to the RAF Museum at Cosford. Organiser Parry Davis drove his rebuilt Davis Brothers Highwayman artie tanker, while his son Tom followed in another of the Davis Brothers' fleet, a Bedford 'S' Type (also seen on the London to Brighton run – Ed).

Mick Price took Parry's ex-REME Crusader/EKA wrecker, which was called into action when a Leyland Beaver on the Trundle unexpectedly needed recovery, because of transmission problems! Also on the Trundle were two other fine examples of later Leyland group products, Alan Gibson's Ferrymasters Scammell Trunker 3 and the Rogers' family AEC Mercury.

More from the London to Brighton run:



Basingstoke Festival of Transport

Mike Forbes went to the Basingstoke event, organised by the Thornycroft Society, on Sunday, May 10th and found the usual array of different vehicles, including a large number of fire engines of many types, which we'll look at in a future issue, along with those seen by Len Jefferies at the Earls Barton Festival of Transport on May 30-31st.



This Thornycroft Swiftsure tanker, 812 CAB (Worcestershire, 1960), has been beautifully restored in the livery of Hants & Berks Oil Service, an Esso distributor.



Contrasting with the newly-restored Thornycroft was this Ford D Series tipper, UOU 392M (Hampshire, 1974), which had obviously just been unearthed from storage, probably from its original owner, Litchfield Manor Estate, Whitchurch.



Another contrast now, with an impressive 1986 ex-military Foden 6x6 recovery vehicle, which is being put to work by R Hazell...



...and a delightful pre-war light van, which looks like a conversion of an Austin 10 saloon, originally registered in Surrey in 1937. We'll bring you more from this Basingstoke event in a future issue.



Left and above: Ian Hunt of Redhill photographed some of the entrants making their way through his home town on the run in the pouring rain on Sunday, 3rd May, including the Foden D Type timber tractor, MJ 369, 'Mighty Atom', restored to its original condition by Richard Webb of Sudbury, and the 1939 Dennis Max, now registered VPO 558, said to be the only survivor of a four cylinder diesel-powered batch of vehicles built for the MOD, entered by Mick Clark of South Nutfield, Redhill.

Upper and lower right: Geoff Wallbank, his father and a friend from Hastings visited Brighton and sent us some pictures of the vehicles as they made their way onto Madeira Drive, including 1950 Bristol K6B/ECW lowbridge double-decker, KUO 972, new to Western National, in preservation since the 1970s, but only recently back on the road with Peter Hearn of Bideford, and a regular on the run, UYE 428, a 1959 Foden S20 platform lorry, originally with Brooke Bond Tea, now preserved by David Penfold of Sussex, seen passing the Green Party's election 'battle bus', a forward-entrance Routemaster, said to be running on used sunflower cooking oil!



Cheshire Road Run

Keith Baldwin watched the Cheshire Road Run on Sunday, 26th April.



Keith says it was a nice sunny day, but rather chilly, and any spectators were treated to a good selection of vehicle taking part in the run. Personally, he thinks there should be a bravery award for the driver of the Dennis fire engine, for putting up with the cold which he must have endured.

1: Two vehicles from the preserved fleet of G A Newsome, based at Kelsall, Cheshire, where the steam rally is held, where many classic vehicles regularly congregate. Here are Bedford TK, HDG 94V, with a livestock body, followed by 1971 ERF LV, carrying the later registration C898 KMB.

2: Another great supporter of the Kelsall and other classic vehicle events in the north is J Leech of Haslington, near Crewe, whose 1961 ERF KV-cabbed 44G, 447 SVT, was also on the Cheshire Road Run.

3: The 1955 Dennis fire engine, NED 146, which spent its working life at Joseph Crossfield & Sons' soap works in Warrington, the driver appearing to be having fun, despite the cold.

4: This 1966 Atkinson Silver Knight breakdown truck, BRE 896D, in the livery of Allman Transport of Congleton, was another locally-based vehicle on the run.

Sandbach Transport Festival

Barry Fenn visited the Sandbach Transport Festival over the weekend 18-19th April, where he says there was a good turn-out of vehicles and, not surprisingly, a strong Foden and ERF presence.



1: A line-up of Fodens in Sandbach, including OG, GDB 969, in the livery of W P Shore, of Hinstock, Salop, S20 tipper, 615 MTU, and British Railways-liveried S21 ballast tractor, YUV 681.

2: ERFs this time, with ELT 538, the 1937 CI5 of J Leech of Haslington, LRY 240, the 1954 LK44 of Woods of Leicester, and GEH 554, the 1938 OE4 in the livery of Passoni of Winsford.

3: An interesting miniature Foden timber tractor seen at Sandbach.

4: In case all those Sandbach-built lorries became too much, there were also lighter vehicles present, including this Austin A35 van, its owner obviously a 'Wallace & Grommit' fan... We'll have more from Barry, at the Southport Riverside event and Llandudno, along with more pictures from Andy Taylor and others, Keith Baldwin at the Richardsons of Oldham open day, the Rushden Cavalcade of Transport and other events next time...

Rally Diary

A selection of events being held during the coming month which will be of interest to Vintage Roadscene readers

The 2015 rally season is up and running now, so here are the events scheduled to take place while this issue of the magazine is current. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages,

and we apologise if we've missed any out.

Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages...

JUNE

20th June - 'The Coracle' Classic Vehicle Road Run, Bracelet Bay, Mumbles, Swansea, to Carmarthen town, Carmarthenshire, 07814 958379.
e-mail: swanseatransport@aol.com
www.swanseatransportfest.co.uk

20-21st June - Weekend Trolley Days, The Trolleybus Museum, Belton Road, Sandtoft DN8 5SX, 01724 711391.
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

20-21st June - Wessex Midsummer Vintage Show, Semington, near Trowbridge, Wiltshire BA14 4JF, 01225 754374. e-mail: petegear@hotmail.com
www.wessexsec.org

20-21st June - Muck Shifting Event, The Wrongs, Avalanche Adventure, Sibbertoft, Lutterworth, Leicestershire LE16 9UJ, 07831 275758.
e-mail: badgercommercialstiscali.co.uk
www.thelinkcaterpillarclub.co.uk

20-21st June - Malvern Land Rover Show & 4x4 Spares Weekend, Three Counties Showground, Malvern, Worcestershire WR13 6NW, 01697 451882.
e-mail: info@markwoodardclassicevents.com
www.4x4sparesday.co.uk

20-21st June - Stoke Row Steam Rally, Hill Bottom, Whitchurch Hill, Reading, Berkshire RG8 7PU, 01344 486634.
e-mail: amandawaistell@yahoo.co.uk
www.stokerowsteamrally.com

20-21st June - Vintage Vehicle Rally, Steam & Craft Fair, Oswestry Showground, Shropshire SY11 4TB, 01244 818918.
e-mail: jeansmith@cvvms.co.uk www.cvvms.co.uk

20-21st June - Journey Through the Ages Vintage Rally & Country Fair, Goodrich Park, Palgrave, near Diss (A143), Suffolk IP22 1BA, 01449 781329.
e-mail: thunderburst@hotmail.co.uk
www.throughtheages.co.uk

20-21st June - Bolnhurst Vintage & Country Fayre, St Neots Road, Bolnhurst, Bedfordshire MK44 2ER, 07785 971860.
e-mail: cpbrowning@tiscali.co.uk
www.bolnhurstally.co.uk

20-21st June - Midsummer Vintage Festival, Ashby Magna, near Lutterworth, Leicestershire LE17 5NJ, 07780 616059.
e-mail: shirleymarlow@aol.com
www.midsummervintagefestival.co.uk

20-21st June - Holbeach Vintage Rally, King's field, Ravensgate, Holbeach, Lincolnshire PE12 8QG, 01406 370366.

20-21st June - Wartime in the Vale, Ashdown WW2 Camp, Ashdown Farm, Badsey, near Evesham, Worcestershire WR11 7EL, 07791 591528.
e-mail: paul.valiadis@btinternet.com
www.ashdowncamp.webs.com

20-21st June - 7th Vintage Vehicle & Steam Show, Doncaster Deaf Trust, Ledger Way, Doncaster, Yorkshire DN2 6AY, 01302 867609.
e-mail: mrghsuk@googlemail.com

20-21st June - 31st 1000 Engine Rally, Astle Park, Chelford, near Macdesfield, Cheshire SK11 9AD, 01260 281378.
e-mail: tina.staton@btinternet.com
www.1000engines.co.uk

20-21st June - Scorton Steam, Woodacre Lodge Farm, Gubberford Lane, Scorton, Preston, Lancashire PR3 1BN, 07713 128783.
e-mail: info@scortonsteam.co.uk
www.scortonsteam.co.uk

21st June - Swansea Festival of Transport, Swansea City Centre, Swansea SA1, 07814 958379.
e-mail: swanseatransport@aol.com
www.swanseatransportfest.co.uk

21st June - Marsworth Steam & Classic Vehicle Rally, Startop Farm, Marsworth, Tring, Hertfordshire HP23 4LL, 07770 725461.
e-mail: info@marsworthsteamrally.co.uk
www.marsworthsteamrally.co.uk

21st June - 31st Ridgeway Run, Buckinghamshire Railway Centre, Quainton, Buckinghamshire HP22 4BY, 01494 482644.

21st June - 26th Trentham Classic Car & Transport Show, Trentham Gardens, near Stoke-on-Trent, Staffordshire ST4 8JG, 01922 643385.
e-mail: transtar@talk21.com
www.transtarpromotions.com

21-22nd June - Bon Accord Steam Fair, Castle Fraser, Sauchen, Inverurie, Aberdeenshire AB51 7LD, 01467 642472.
e-mail: secretary@bonaccordsteamclub.co.uk
www.bonaccordsteamclub.co.uk

27th June - Lincoln Autojumble, former RAF base, Hemswell, Lincolnshire DN21 5TJ, 07816 291544.
e-mail: lincolnautojumble@hotmail.co.uk
www.lincolnautojumble.com

27-28th June - Leicester Vintage Festival, Abbey Pumping Station Museum, Corporation Road, Leicester LE4 5PX, 0116 299 5111.
e-mail: andrew.simpson@leicester.gov.uk
www.abbeypumpingstation.org



27-28th June - Steam on Rutland Water, Visitors Centre, Sykes Lane, Whitwell Road, Empingham, Rutland LE15 8QL, 07710 823763.
e-mail: charlotte_louise_salt@hotmail.co.uk

27-28th June - The Banbury Rally @ Bloxham, Smiths Field, Milton Road, Bloxham, near Banbury, Oxfordshire OX15 4HD, 01295 711661.
e-mail: banburysteam@hotmail.com
www.banburyrally.co.uk

27-28th June - 14th Kelsall Steam & Vintage Rally, Churches View Farm, Kelsall Road, Ashton, Cheshire CH3 8BH, 07739 958294.
e-mail: kelsallsteamrally@hotmail.co.uk
www.kelsallsteamrally.co.uk

27-28th June - Chapleton Vintage Rally, A377, south of Barnstaple, Devon EX379EB.
www.dtec.me.uk

27-28th June - Rusty Relic Rally, Highbridge Farm, Coldern Common, near Eastleigh, Hampshire SO50 6HN, 07561 184245.
e-mail: gentillia@hotmail.com
www.rustyrelically.wix.com

27-28th June - Gartell Steam & Vintage Show, Gartell Light Railway, Common Lane, Yenston, near Timplecombe, Somerset BA8 0NB, 07970 113270.
e-mail: roddrail@gmail.com
www.glr-online.co.uk

27-28th June - Sheffield Steam & Vintage Rally, Rackford Road, North Anston, Sheffield, Yorkshire S25 4DF, 01709 545047.
e-mail: iainbeat4@accmail.com

27-28th June - Towry Valley Vintage Show, Cothi Bridge Showfield, near Carmarthen, Carmarthenshire SA32 7NG, 01269 592515.
e-mail: gaynor1957@gmail.com
www.tvvc.co.uk

27-28th June - Fire Engine & Vintage Vehicle Show, Preston Park Museum & Grounds, Co Durham TS18 3RH, 01642 526733.
e-mail: stephen.hodgson@stockton.gov.uk
www.stockton.gov.uk/eventsa

27-28th June - Emergency Services Weekend, Amberley Museum & Heritage Centre, near Arundel, West Sussex BN18 9LT, 01798 831370.
e-mail: office@amberleymuseum.co.uk
www.amberleymuseum.co.uk

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given.

27-28th June – Little Weighton Steam & Vintage Rally,
Cowlam Farm, Rowley Road, Little Weighton, near Cottingham,
Yorkshire HU20 3XW, 01482 848263.
e-mail: info@lcbass.co.uk

27-28th June – Tankfest, The Tank Museum, Bovington,
Dorset BH20 6JG, 01929 405096.
e-mail: info@tankmuseum.org www.tankmuseum.org

28th June – Fire Engine, Steam & Vintage Vehicle Rally,
Nutwell Estate, Lympstone, Devon EX8 5AN, 01404 814363
e-mail: cswindle@dsfire.gov.uk

28th June – Lymm Historic Transport Day,
Lymm Village, Cheshire WA13 0AB, 01925 754080.
e-mail: lymmtransport@gmail.com
www.lymmtransport.org.uk

28th June – Leyland Society Gathering,
British Commercial Vehicle Museum, King Street, Leyland,
Lancashire PR25 2LE, 07754 702497.
e-mail: gary.dwyer@hotmail.co.uk
www.leylandsociety.co.uk

28th June – Seventies Summer, London Bus Museum, Cobham
Hall, Brooklands, Weybridge, Surrey KT13 0SL, 01932 837994.
e-mail: londonbusmuseum@btinternet.com
www.londonbusmuseum.com

28th June – Free Bus Rides, Museum of Transport, Boyle
Street, Cheetham, Manchester M8 8UW. 0161 205 2122.
www.gmts.co.uk

28th June – Steam & Vintage Show, Craven Arms, Ashton-on-
Clun, Shropshire SY7 8EH, 01588 660568.
e-mail: Salive1958@live.com

JULY

3-5th July – Padstow Vintage Rally & Country Fair,
A389, near Padstow, Cornwall PL28 8RL, 01841 550442.
e-mail: enquiries@padstow-rally.co.uk
www.padstow-rally.co.uk

4-5th July – 50th Anniversary of Museum Site, East Anglia
Transport Museum, Carlton Colville, near Lowestoft, Suffolk
NR33 8BL, 01502 518459.
e-mail: eastangliatransportmuseum@live.co.uk
www.eatm.org.uk

4-5th July – 29th Hollowell Steam & Heavy Horse Show,
rally field near Creaton, Northampton NN6 8RB, 01604 505422.
e-mail: hshhs@hotmail.co.uk

4-5th July – Vintage Transport Festival, Dingles Fairground
Heritage Centre, Milford, Lifton, Devon PL16 0AT, 01566 783425.
e-mail: info@fairground-heritage.co.uk
www.fairground-heritage.org.uk

**4-5th July – Heddington & Stockley Steam Rally & Country
Fair,** next to The Ivy Inn, Heddington, near Calne, Wiltshire
SN11 0QY, 07842 099256.
e-mail: nicola@heddingtonandstockley.co.uk
www.heddingtonandstockley.co.uk

4-5th July – Duncombe Park Steam Rally, Helmsley, Yorkshire
YO62 5EB, 0870 777 4324. www.gytec.weebly.com

4-5th July – Capel Military Vehicle Show, Aldhurst Farm,
Temple Lane, Capel, Surrey RH5 5HJ, 07870231060.
e-mail: donna.sheen16@gmail.com
www.mvt.org.uk

4-5th July – Vintage Machinery & Craft Show,
Bodelwyddan Castle, Denbighshire LL18 5YA, 01691 772132.
e-mail: crogen@talktalk.net

4-5th July – Melford Rally, Long Melford Hall, near Sudbury,
Suffolk CO10 9AA, 01245 420168.
e-mail: frmps@btinternet.com
www.melfordrally.co.uk

4-5th July – Evesham Bell Tower Steam Rally,
Crown Meadow, Abbey Road, Evesham, Worcestershire
WR11 4ST, 01789 778248.
e-mail: sue122@hotmail.com

4-5th July – Chiltern Traction Engine Rally, Honor End Lane,
Prestwood, Buckinghamshire HP16 9HQ, 07889 965604.
e-mail: m.biggerstaff014@btinternet.com
www.chilterntractionengineclub.co.uk

4-5th July – Elvaston Steam Rally,
Elvaston Castle Country Park, Borrowash Road, Elvaston,
Derbyshire DE72 3EP, 07504 045197.
e-mail: genral.enquiries@elvastonsteam.co.uk
www.elvastonsteam.co.uk

4-5th July – Weekend Trolley Days, The Trolleybus Museum,
Belton Road, Sandtoft DN8 5SX, 01724 711391.
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

4-5th July – Truckfest South West & Wales,
Three Counties Showground, Malvern, Worcestershire
WR13 6NW, 01775 768661.
e-mail: info@livepromotions.co.uk
www.livepromotions.co.uk

4-5th July – Vintage Transport Festival and Bus Weekend,
North Norfolk Railway, Sheringham, Norfolk NR25 6AJ,
01263 820800.
e-mail: enquiries@nnraliway.co.uk
www.nnraliway.co.uk

4-5th July – Bromyard Gala, Burgess Farm, Avenbury, near
Bromyard, Herefordshire HR7 4JY, 01531 640374.
e-mail: expertsteve@hotmail.co.uk
www.bromyardgala.org.uk

5th July – 17th Leighton Hall Classic Vehicle Show,
near Carnforth, Lancashire LA5 9ST, 01697 451882.
e-mail: info@markwoodardclassicevents.com
www.markwoodardclassicevents.com

10-12th July – Kent County Show, Kent Showground, Detling,
Maidstone, Kent ME14 3JF, 01622 630975.
e-mail: info@kentshowground.co.uk
www.kentshowground.co.uk

11-12th July – Wiston Steam Rally, Wiston Park, Steyning
Road, Steyning, West Sussex BN44 3DZ, 01892 770930
e-mail: info@sussexsteamrally.co.uk
www.sussexsteamrally.co.uk

11-12th July – Ayrshire Road Run,
starts 9am, Low Green, Ayr Ayrshire KA7 1EE, 07712 347889.
e-mail: brs69b@hotmail.co.uk

11-12th July – All Wales Truck & Transport Show, Carmarthen
Showground, Carmarthenshire SA33 5DR, 07939 808186.
e-mail: info@walestruckshow.com
www.walestruckshow.com

11-12th July – Cheshire Steam Fair,
Daresbury, Warrington, Cheshire WA4 4AG, 01751 200839.
e-mail: info@outdoorshows.co.uk
www.outdoorshows.co.uk

11-12th July – Woodcote Rally, Church Farm, Woodcote,
Oxfordshire RG8 0PG, 01491 680778.
e-mail: publicity@woodcoterally.org.uk
www.woodcoterally.org.uk

**11-12th July – 11th Stourport-on-Severn Steam Rally &
Country Show,**
Coney Green Farm, Stourport-on-Severn, Worcestershire
DY13 0TE, 01299 822032.
e-mail: s-o-svintagesteamrally@hotmail.co.uk
www.stourportvintagesteamrally.co.uk

11-12th July – Birdingbury Country Show,
The Paddocks Farm, Birdingbury, near Rugby, Warwickshire
CV23 8EH, 01926 632555.
e-mail: wrmunro@munrosbirdingbury.co.uk
www.birdingburycountryshow.com

11-12th July – 42nd Historic Vehicle Gathering, Powderham
Castle, Kenton, near Exeter, Devon EX6 8JQ, 01392 272570.
e-mail: billcumplings@talktalk.net
www.crashboxclassiccarclub.com

11-12th July – 41st Scottish Transport Extravaganza,
Glamis Castle, near Forfar, Angus, DD8 1RJ, Strathmore Vintage
Vehicle Club, 01307 462496.
www.svvc.co.uk

11-12th July – Lister Tyndale Vintage Rally, Nibley House
Farm, North Nibley, Dursley, Gloucestershire GL11 6DL,
01453 546024.
E-mail: jenny.wytchard@btinternet.com

11-12th July – Rempstone Steam & Country Show, Turn
Post Farm, East Road, via A6006, Wymeswold, Leicestershire
LE12 6ST.
e-mail: rempstonesteam@goolemail.com
www.rempstonesteam.org

11-12th July – Kernow Old Vehicle Rally, Penhallow, near
Perranporth, Cornwall TR4 9LW, 01209 831856.
e-mail: d.roskilly123@btinternet.com
www.kovc.co.uk

11-12th July – Sedgemoor Vintage Show,
Pawlett Road, West Huntspill, Highbridge, Somerset TA9 3RH,
01823 443788.
e-mail: anne_roper@sky.com

11-12th July – Transport & Heritage Show,
Pilford Heath Farm, Uddens Drive, Wimborne, Dorset BH21 7BD,
07796 444631.
e-mail: bppctd@btinternet.com
www.bppctd.co.uk

11-12th July – Dean Court Vintage Rally,
Buckfastleigh Racecourse, Devon TQ11 0LT, 01364 631540.
e-mail: deancourtvintagerally@gmail.com

11-12th July – Roxby Heritage Weekend,
The Fox Inn, Roxby, near Staithes, Yorkshire TS13 5EB,
01947 841313.
e-mail: roxbyheritageweekend@hotmail.co.uk

12th July – What's in Store – a look behind the scenes,
Ipswich Transport Museum, Cobham Road, Ipswich, Suffolk
IP3 9JD, 01473 715666.
e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

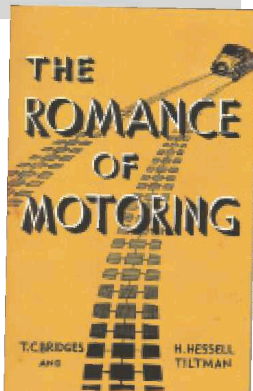
12th July – 13th Lakeland Historic Vehicle Show,
Hutton-in-the-Forest, Skelton, Penrith, Cumbria CA11 9TH,
01697 451882
e-mail: woodyauto@hotmail.co.uk
www.markwoodardclassicevents.com

13-19th July – The Great War – Homefront,
Crich Tramway Village, Rtown End, Crich, Matlock, Derbyshire
DE4 5DP, 01773 854321
e-mail: enquiry@tramway.co.uk
www.tramway.co.uk

THE ROMANCE OF MOTORING

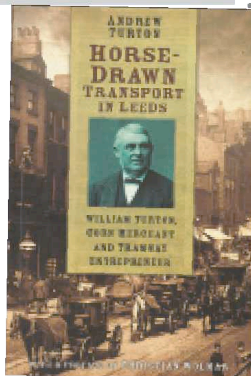
BY T C BRIDGES AND H HESSELL-TILTMAN
AMBERLEY PUBLISHING
THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
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This is a re-issue, said to be the first in a series of collectable paperback editions, of a book originally published over 80 years ago, in 1933. As such, it makes a most interesting read, as the subject matter is seen from a very different perspective from today's. The tales of motoring's pioneers, racing, record-breaking, accidents, motor crime, car journeys in far-flung places, the work of the Automobile Association and, above all, the developments expected in the near future are all discussed in a way guaranteed to fascinate anybody interested in the veteran and vintage years. It is certainly 'a nostalgic snapshot of a vanished world' and a 'joyful celebration of our motoring heritage', as the publishers claim, and it also makes you think about how things have changed – both for good and bad. Recommended reading for anyone interested in the early days of motoring.

**HORSE-DRAWN TRANSPORT IN LEEDS – WILLIAM TURTON, CORN MERCHANT AND TRAMWAY ENTREPRENEUR**

BY ANDREW TURTON
THE HISTORY PRESS, THE MILL, BRINSCOMBE
PORT, STROUD, GLOUCESTERSHIRE GL5 2QG
WWW.THEHISTORYPRESS.CO.UK
ISBN: 978-0-7509-6176-9
£16.99

The author looks at the life and times of his great-great-grandfather, who managed to build up a business as a corn and hay, and later, coal merchant in Leeds during the 19th Century, branching out to run horse-drawn buses and then trams. He also became a local councillor, so the book discusses the politics of the time as well as the business. William Turton was involved with tramways, not only in Leeds, but also many other northern cities over the years, so steam and electric trams are involved as



well, along with the 'municipalisation' of the various systems.

The book combines biography, social history and local politics, while putting horse-drawn transport into the context of the times. The main discussion is of the business of a successful entrepreneur, but also one who left the legacy of the basis of a well-organised transport system. The book is well-researched, as might be imagined, and makes a thoroughly interesting read, especially for anybody with an interest in the early days of public transport and its background.

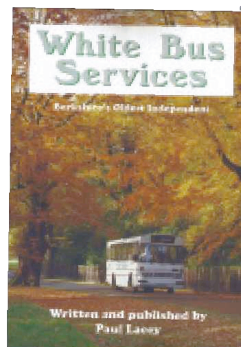
WHITE BUS SERVICES – BERKSHIRE'S OLDEST INDEPENDENT

WRITTEN AND PUBLISHED BY PAUL LACEY
17 SPARROW CLOSE, WOOSEHILL
WOKINGHAM, BERKSHIRE RG41 3HT
WWW.PAULLACEYTRANSPORTBOOKS.CO.UK
ISBN: 978-0-9567832-2-6
£20 (POST-FREE DIRECT, WHEN MENTIONING THIS OFFER) ALSO AVAILABLE FROM TRANSPORT AND OTHER BOOKSHOPS.

White Bus Services has been well-known in the area around Windsor and Windsor Great Park for some 85 years under the control of the Jeatt family, which took over the business started in 1923, with a Ford Model T – what else – progressing with first Dennis vehicles, then Bedfords, right up to recent times, with services now run with modern Volvo and Optare buses.

The company and the closely associated Winkfield Coaches, which shared garage premises and more over the course of time, has long been an important part of the local community and even has its own enthusiast's group. Working into the London Transport area, as well as being a long-established independent, not to mention the longevity of some of its interesting fleet over the years, has made White Bus a favourite both locally and further afield.

The story is told in the context of local social history, notably during the war years, for example, by the author who has written about other companies, including Thames Valley, Newbury & District and others. The book has been written, using many of the company and family's own pictures, designed, typeset and published by the author, which is most impressive, but dedicates the work to the people who have kept White Bus going all these years – and it does them all credit. A thoroughly interesting read for all bus enthusiasts.

**THE ALBION MAGAZINE**

PUBLISHED QUARTERLY BY THE ALBION CLUB, 7 JOHN STREET, BIGGAR ML12 6AE, SCOTLAND, PART OF THE BIGGAR ALBION FOUNDATION.

The latest issue of this club's newsletter is a special 100th issue, which contains Bob Tuck's thoughts on his favourite Albion of all time, Alan Millar's impressions of Albion passenger vehicles, a look back at 44 years of the club and magazine, with some stories and pictures from early issues, a report of the unveiling of a plaque commemorating the Albion works at Scotstoun, a report from 'Down-under' and a look at Sydney's CX19 double-deckers, unfortunately a couple of obituaries, plus the usual items of interest to Albion owners and enthusiasts, with club news, adverts and more. This club is recommended for anyone interested in Albions and you don't have to be a vehicle owner.

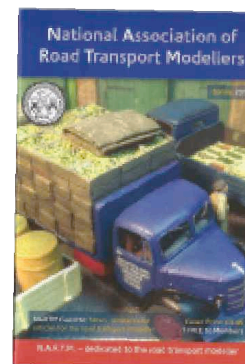
**NARTM GAZETTE – NATIONAL ASSOCIATION OF ROAD TRANSPORT MODELLERS**

MEMBERSHIP SECRETARY
COLIN FOSTER. UNIVERSAL SOLUTIONS 4
BUSINESS LTD, UNIT D2 NEWTON BUSINESS
PARK, CARTWRIGHT STREET, NEWTON, HYDE
CHESHIRE, SK14 4EH 0161 367 8999
E-MAIL: NARTM@US4B.CO.UK
MEMBERSHIP: £16 PER ANNUM (UK)

NARTM is the club for road transport modellers, whether they collect diecasts, build kits, convert models or scratch-build, catering for all scales and materials.

The association's magazine gives details local meetings and open days, on-line discussions, discounts from kit manufacturers and NARTM Gazette advertisers and entry to events, notably in connection with displays by association members. The association offers a lot of encouragement to those whose hobby can be somewhat solitary at times, as interaction with other NARTM members, with hints and tips on modelling, could be most helpful.

Members of NARTM receive four copies of this A5-sized Gazette each year, with its news, reviews and articles for the road transport modeller. There are lots of pictures of members' models and dioramas, offering ideas, motivation and stimulation, especially for the less experienced modeller.



Fifty Years In Transport

Ken Wilson of Garstang, Lancashire, shares some pictures of Lakeland Laundries vans and other vehicles from his working life in transport, as a follow-up to our Scenes Past feature last month.



Above: The first van Ken drove and passed his test in, the Austin LD, 125 CTF.

Ken Wilson is known to many rally-goers for his Morris LD van in the livery of Lakeland Laundries, the company for which he worked for many years.

Of his experiences on the road, he says:-

"From the age of eight, all I wanted to do when I grew up was to be a wagon driver. I used to watch the Crossley and Leyland buses go past our house in Lancaster, or go down to the quayside and watch Fordson, Albion, ERF, Leyland, Maudsley and other wagons, unloading and loading at the W J Pye cattle feed mill, and the boats unloading china clay, to take to Jas Williamson's lino factory.

"My first ride in a wagon, aged eight, was in my Uncle Gilbert's Austin K Type coal wagon. One day, the Central Laundry van, a 1947 Bedford, was collecting laundry, so I asked the driver Arthur Parker if I could ride with him and help him. He said yes, great, so I went with him on Saturday and school holidays.



Above: The last van Ken drove, Iveco BW04VZE.



When Arthur left the laundry to join the police force, George Collins took his round over, so I then helped George. On Sundays, I would go on the Co-op electric milk float.

"In 1958, at the age of 15, I started work as a van boy at Lakeland Laundries in Lancaster, on an Austin LD, registered 125 CTF, travelling to Preston on Monday to Friday. On Saturday, I would wash the van and load it for Monday. When I was 17, I learnt to drive on 125 CTF,



1: The Thames Trader, 980 HTC, Ken drove for Jack Sheperd.

2: The Roman, at Brierleys in the snow.

3: Ken with his Morris LD, with the Sam Jackson memorial trophy he won at Fairhaven Lake, Lytham St Annes, in September 2014.

4: Ken, seen in 1962, with Bedford A2, AEO 733.

5: Ken with a Renault Master van in Lakeland Pennine livery, in 1992.



Above: The Leyland Tiger coach, used to take the workers to Lakeland Laundries at Kendal.



Above: A 1925 Guy, EO 3403, new to Barrow Steam Laundry in 1925.



Above: In September 1960, a Bedford S Type artie tanker of James Hemphill and a Mercedes-Benz 190 car collided near Three Mile Hill, Kendal. The rear of a Lakeland Laundries van can be seen in the distance.



Above: A Commer Superpoise like those seen in the last issue, leaving the laundry at Shap Road, Kendal.



Above: Two Commer BF's, outside the Lakeland head office in Barrow In Furness.



Above: A 1960 Thames Trader 4D, with Luton body.

passing my test first time. Great, I got my own van and round, a Commer Superpoise, EO 9539. Driving on the road on my own now, it was great.

"In 1964, aged 21, I left the laundry and started to work for Jack Sheperd of Hest Bank, driving a Thames Trader, 980 HTC, delivering sand and gravel, out of Farnleys at Crag bank. I also drove a Thames Trader twin-steer and a

Ford D Series.

"I left Jack Sheperd in 1970 and went to work for B Brierley, cast stone manufacturers, of Catterall, Garstang, delivering pre-cast concrete nationwide. I drove Dodge, Seddon, Roman and Volvo F7 wagons.

"In 1990, I left Brierleys, as I decided that I had had enough of long distance and nights out and decided to go back to driving laundry

vans at Lakeland Laundries, now at Lancaster and called Lakeland Pennine. The company was later taken over by Sunlight. I drove Renault and Iveco vans, delivering linen and workwear in Barrow In Furness and the Lake District. I retired in 2008, the last van I drove was an Iveco, BW04 VZE. I now take my 1966 Morris LD van in its Lakeland Laundries livery to rallies and steam gatherings."

ANOTHER THREE-WHEELED BUS

John Raggett's letter and photo of the three-wheeled Alder Valley VR in the June issue of Vintage Roadscene reminded me of a similar experience I had in July 1994, while travelling from Brighton to Lewes in East Sussex on a Brighton & Hove East Lancs-bodied Scania.

The dual-carriageway between Falmer and Lewes has few stops and buses are able to reach a reasonable speed. On this occasion, the bus was nearing Kingston, when it suddenly lurched to the left and there came a loud grinding noise. The nearside rear wheel had parted from the axle, overtaken the bus on the inside, crossed the carriageway and the central reservation and careered off on the opposite carriageway. How it avoided causing accident or injury was little short of a miracle; a cyclist or motor cyclist would surely have been killed.

The driver ordered his passengers to remain seated but, as I was on the top deck and in view of the angle of the bus, I decided to get off and was followed by several others, much to the driver's annoyance. He



became more agitated when he saw me produce my camera to take the attached photo! It transpired that the cause had been an apprentice who had failed to tighten the wheel nuts.

Brighton & Hove 706, E706 EFG, after it had parted company with the nearside rear wheels. The gouge in the tarmac can be seen quite clearly.

Glyn Kraemer-Johnson, Westham, Sussex

MORE ON MILITARY QUADS

I refer to the photograph on page 28 in Vintage Road Scene, issue 186, May 2015 within the article 'Behind Closed Doors'.

This body type was a War Office specification, issued about 1938 for use on field artillery tractors. Generally known as a 'beetle body', it was designed to allow rapid washing and hosing down to remove contamination by mustard gas, which was the big fear immediately prior to hostilities. The same body style was used on the Morris Quad as well, and all of the Ford and Chevrolet CMP series FATs. Since the fear of mustard gas receded as the war progressed, no other tractors were built with this style, the late model Morris Mk III tractor had a conventional and greater capacity body that looked more like a GS lorry.

Michael Starmer, via e-mail

With reference to Vintage Roadscene issue 186, on page 28 there are two photographs of H3924699, a Canadian Military Pattern (CMP) Quad, the lower complete with limber and 25

pdr gun. This vehicle is not a Chevrolet, but a Canadian-built Ford.

I enclose a very old brief description from a Tamiya 1/35 scale kit with an illustration.

Robert Walker, Belper, Derbyshire



CROP SPRAYING

In issue 181, December 2014, I was interested to see the Stonefield P5000 kitted out with Cleanacres crop spraying equipment. I never actually saw one of the company's machines, although we did supply some speciality foliar fertilizer to them in the early 1970s.

Contract spraying equipment was mounted on a variety of vehicles in the 1960s and '70s. I started in 1963, driving an ex-WD Bedford 200 gallon water tanker, fitted with a 24ft boom, before getting a diesel Land Rover, 861 AWF.

Eddie Smith, from Streethouses, had a Unimog, George Robinson from Harrogate ran a forward control and a conventional 110 wheelbase Land Rover, while Les Johnson from Pocklington had an ex-WD Morris Quad, which was a sight to behold while spraying.

In issue 183, February 2015, there is a photograph of an Austin Three-way van with bodywork by Massey Coachbuilders of Market Weighton – which is in East Yorkshire, not Lincolnshire.

Robert B Massey was a very successful businessman, having a Rolls-Royce dealership in Market Weighton, and a large bodybuilding concern (which is now the site of a Tesco store), and ran a large farm just outside the town. The name lives on with the RBM Agricultural dealership.

Peter Wheeler, via e-mail

APOLOGY

We must apologise to Norman Tarling, for not crediting him with the picture of the ex-Pickfords Scammell 100-Tonner in Andy Ballisat's recent article on vehicles Rush Green Motors. Norman had passed this picture to Andy on a disc, to use as he wished, for which we must all be grateful!

Norman, of course, has also supplied many of the interesting pictures of emergency vehicle which have complemented many of Ron Henderson's articles on the subject.

MYSTERY PICTURE

I wonder if you could put the attached picture in the magazine? I am working on the early preservation history of the Leicester Renown 329, and this photograph is getting everybody stumped! Where is it? Why is a panel missing over the rear wheels? I have tried the obvious contacts, like Michael Dryhurst and Ken Blacker, to no avail and wonder if a wider readership may be able to help.

Leicester City Transport AEC Renown No 329 of 1939 was the first double-deck bus to be privately preserved and one of the early vehicles acquired by a group headed by Prince Marshal, and including Ken Blacker and Michael Dryhurst.

I am trying to piece together the convoluted early preservation history of the bus. Storage locations were a problem for the impecunious

group and while we have knowledge of most of the places it resided, the location in this picture is a mystery. It is believed to date from around 1960 but this is not definite. There is a street called Eton Garages, note the plural, in North London, near Belsize Park, but where was this storage yard? Who were Farthing & Prior and why was their lorry there? Why is a panel missing from the side of the bus? Questions, questions, and just maybe a reader may have an answer...please?

The bus is currently in immaculate condition and part of the collection of Leicester City Museums at the Abbey Pumping Station, Leicester.

Bob Fleming, via e-mail

Any information you might have can be passed on to Bob – Ed.



DAIRY VANS

Catching up with my magazine reading recently – Vintage Roadscene issue 186, I always save the best till last (flattery will get you everywhere – Ed!) – I was interested to read the letter from Mr Daulby about assisting the local milkman. I too spent many happy hours doing this with a company called Premier Dairies of Biggleswade. At first, I assisted the foreman in a Ford 10cwt pick-up with a metal body, which was replaced by a Morris J type van. Unfortunately, this had no proper passenger seat for me so I would sit on the engine cover.

Premier was eventually joined with Squires Dairies from nearby Hitchin and we were allocated a selection of ex-Brooke Bond Trojans, most of which had been converted to electric operation and I remember shunting these around in our tight yard and connecting them up to re-charge each night.

Very often some ran out of power, before completing their round and had to be rescued by a petrol version. I believe we also had one or two diesels. Our milk was delivered to the dairy each day by Keith Wrights of Fenstanton, which ran Bedford O Types and I was always allowed to pull the lorry out onto the main road after loading on the crates of empty bottles. I was only 12 at the time, but always worked after school and at weekends.

Sometimes we would have a delivery from Hitchin on a new Seddon which had one of the longest gear levers I have come across, projecting from behind you. I am now 74 and have spent my life driving lorries and coaches, but find the early memories are still the best.

How I wish I had taken more photographs but I suspect I am not alone in this.

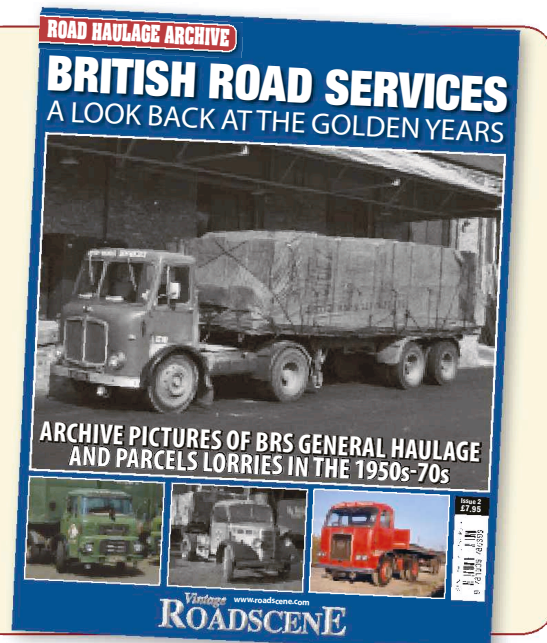
Brian Saunderson, Gamlingay, Bedfordshire

BRITISH ROAD SERVICES

Thank you for the recently-published Road Haulage Archive 'bookazine' on British Road Services. It is great to see so many of those wonderful pictures which Mike Houle took over the years, backed up with so much information on the vehicles shown, in particular with regard to the fleet numbers and the depot codes. It would be great to see more information on these, including a list, for future reference. I am hoping that you will publish another volume with more pictures and information at some time in the future. I know nationalisation was not welcomed by everyone at the time, but BRS was such an important part of the road transport scene for so many years, I'm sure lots of people would be interested to see more.

Fred Jones, Northampton

We have plans to publish another volume on BRS at some point in the future in the Road Haulage Archive series, perhaps with some of the later vehicles or the contract fleet in other companies' liveries, so watch this space...



POOR MAN'S ROLLS

I am afraid your contributor, Norman Chapman, is misinformed when he asserts that Rovers were known as 'The Poor Man's Jag'. That you should have seen fit to use this mistaken appellation as a column heading in bold print is doubly unfortunate!

As any schoolboy motoring enthusiast of the 1950s or '60s could have told you, Rovers were known as 'The Poor Man's Rolls'. There's not much point in being a 'poor man', if the price of a Rover was similar to the price of a Jaguar – a glance at a price list of the period would quickly confirm that, whereas the Rover 90, for example, was a whole third of the price of a Rolls-Royce Silver Dawn.

Of course, Rovers were not as fast as Jaguars, but they didn't aim to cover the same market segment. There was not much rivalry between the two firms in that respect; the sort of customer buying a Jaguar would not have looked at a Rover, and vice versa.

Buying a Jaguar gave you that wonderful acceleration and top speed; buying a Rover gave you a beautifully-built and engineered car for the equivalent money. I don't know if you were aware that Raymond Mays of Bourne, Lincolnshire, had a Rover dealership and ran two P4 Rover 105s, in which to follow all the major Grand Prix races. He said he thought these cars had a 'certain honesty'. Having run P4 Rovers for fifty years, as pre-war types, the P2 Rover 16 model, for twenty-five, I would say this was a most apt assessment. I don't have a modern car.

I think there has always been an element of pretence with

Jaguars, look at the pre-war cars, the SS1 with that huge, long bonnet, that struggled to do more than 70 mph, for example. Then those delightfully-styled 2½ and 3½ litre saloons (easily my favourite Jaguars, incidentally, and completely neglected by motoring historians until comparatively recently), which pretended to be Bentleys, at a fraction of the price. This portrays well the art of self-deception.

Barrie Price, in his very enjoyable book 'The Rise of Jaguar', describes how William Lyons wanted to acquire the sunbeam name, "thus using a thoroughbred name FOR A PSEUDO-THOROUGHbred PRODUCT" (my Capitals). As we all know, Rootes acquired both Sunbeam and Talbot, a tragedy for the British car industry. Barrie is a Jaguar expert.

We all know Jaguars were wonderful value for money – but did they last? The answer is no, an unequivocal no. I am sorry to say that Rovers went the same way, with the P5 and P6, thus losing a unique reputation, built up so carefully since 1933.

There's an awful lot more I could say. Perhaps you would like me to write an article on the 'Poor Man's Rolls'. I am still struggling to work out what a 'Poor Man's Jag' would be. Whatever it is, it would have to be significantly cheaper, but have Jaguar-style performance to qualify for the title...

You once said that no single person could possibly be expected to know everything. Actually, I always respect anybody who admits they were wrong – we all make mistakes. So please don't interpret this letter as a miserable moan! I really enjoy the magazine,

to which I am a subscriber.

Everything comes to a halt when it lands on the doormat, month by month, while I eagerly peruse the contents and devour it accordingly.

Two suggestions: One, any chance of some full-page pictures each month? Especially pre-war vehicles – see Two?

Two, any chance of a larger percentage of pre-war material, before these vehicles become obscure and forgotten?

Lastly, as a manic pre-war London Transport enthusiast (nut-case?), I loved the colour photograph of the Inter-station Cub taken over by the fire brigade. Its original livery of blue and primrose was startlingly incongruous. Ironically, once the fire brigade took it over, it almost had an authentic LT look!

**Martin Gardener,
Forthampton, Gloucs.**

That 'Poor Man's Jag' didn't look right to me either – why didn't I do something about it? As you say, we all make mistakes, I have to freely admit! What do other readers think of Martin's suggestions about more pre-war vehicles – always supposing we can find suitable material?

MORE ON EARLS COURT PLEASE

I loved the feature on Earls Court and hate the fact that yet another iconic building is being bulldozed. And you do need to fill a magazine with Commercial Motor Shows and Earls Court one day, as the story was a mere teaser.

Being an Aussie, I never went to Earls Court, but did see coverage in 1960s issues of Commercial Motor, when I was a teenager.

I was enamoured by trucks and their liveries and our annual Adelaide Royal Show back then always had a good display of new commercial vehicles.

Unfortunately there is no display these days, not even for passenger vehicles, as the costs to mount elaborate displays and pay wages became prohibitive.

As can be seen in your Aussie rally feature, classic trucks in Australia have a growing following. Your feature emphasizes the diversity of stock we are lucky to still have.

Robert Riggs, via e-mail

FURTHER THOUGHTS

Thank you for the Fruit and Veg in Leicester and Laundry Vans articles in Issue 187 of Vintage Roadscene, they were great. I like the Dodge 100 and 300 lorries in the Fruit and Veg article, they were robust motors. The Dodge 100 had a very long lifespan. When production came to an end in Britain, Chrysler continued to make the lorry in India, under the name of Premier. Spring Grove, Sketchley and Achille Serre were all familiar names fifty years ago. The Sketchley Morrison Electricar on page 38 was a 3 tonner, it was built on eight stud wheels and had twin rear wheels. The big Morrisons were used by laundries, breweries, and coal merchants, etc, for local deliveries.

H Daulby, Croydon.

MAGAZINES FOR DRIVERS

Regarding Malcolm Bates' article 'Publish and be Damned' and the point about the driver's perspective, I have seen a collection of BMC Drivers Club magazines from the early 1960s, belonging to my uncle. These were aimed purely at drivers of BMC's commercial vehicles, from light vans upwards, and included profiles of individual drivers, articles on the law, insurance schemes, and more general articles. Of course, they promoted BMC's products, but that was the point, and it was

not overdone. A 1964 edition reported 113,000 members, and there were articles on very well-attended and organised branch meetings and dinners. I would imagine the Bedford Drivers Club worked on the same lines.

If a driver wanted the union perspective I expect the TGWU and other unions had their own journals; hopefully they were better quality than the GMB magazine I get nowadays.

I am not familiar with the paid-for magazines, but the trade and fleet journals of today that I have seen do not look at things from the driver's perspective

either. It is all about how to control the driver (or should I say something like "support him to be safe") through ever more intrusive telematics, the training industry and other monitoring. They do cover how the vehicles behave, as well as the costs and legislative compliance, but given that they are aimed at 'decision-makers', I suppose you should not expect the emphasis to be any different.

I really enjoyed the Luton pictorial article in the same edition, it evoked lots of memories of riding in and unloading these vehicles in

the 1970s and 1980s, some of the same names too like Rest Assured, Slumberland and Vono.

Pete Foster's mention of being pulled out of a cab at a motor show rang some bells. I remember being treated with similar albeit verbal discourtesy on a few occasions right up until teenage years, although the same bullies would be all sweetness and light if you were with your dad. It made me mindful not to discriminate against children in my later years, especially when I was in retail sales.

**Quentin Gallagher,
Waterlooville, Hampshire**

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London Scene

Martin Gardener's letter in this issue has prompted me to use this picture here, as I've had in mind to include this or another similar pre-war London street scene from the Chris Hodge Stilltime collection for some time. The scene is the junction of High Holborn and Southampton Row, with the Midland Bank on the corner, then a Lilley & Skinner shoe shop, second-hand office furniture, 'British' carpets and Harry something's 'raincoat and clothing specialists'! Further along, Gee's building site has a hoarding advertising 'My Goodness, My Guinness' - with the glass stolen by an ostrich...

As to the traffic, we have an early London Transport AEC 'ST' type double-decker approaching, ST85, registered GF 431, on

route 7, heading for Wormwood Scrubs. The driver's windscreen is open and he's wearing a white dust-coat, indicating a hot summer's day, but the lady pedestrians at least are still wearing coats. Of course, everybody is wearing a hat, too!

There are two STL buses going the other way, the further one registered AUC 522, (which was STL206, new in 1933 with a Chiswick-built 'leaning-back'-style body, converted to diesel in 1939 and withdrawn in 1949, according to 'lan's Bus Stop' website - thanks) on route 25 to Becontree Heath.

There are several different types of taxi in view, variations on the 1920s-'30s Austin theme, including CYT 55, GH 7468, CML 233 with that lovely-looking 'landaulette'-style bodywork. There are also several Austin cars, a Seven, GC 3511, plus a Ten and a couple

more in the distance, a Ford Y Type saloon and a three-wheeler van, CXT 752. These registrations date the picture to after 1936 - but I'd say not long after...

The lorry we can see looks like a 1920s AEC or Maudslay to me (unless anybody else knows better?) Registered in late 1928 in Middlesex, MT 2203 is lettered for 'His Master's Voice', the well-known record company. There is also a 1930s Fordson E88W or 7V-based integral van in the queue approaching the junction.

There is some damage evident on the original glass plate negative from which this picture is scanned, but it does not detract from its overall impact. I hope everybody else enjoys looking at this scene as much as I do. There are several more, which we could use if you like...? (CHC aah829)

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APRIL RELEASE



36711 Plaxton SLF Dart **ARRIVA MEDWAY**
Converted from two to one door, this once red Arriva Plaxton SLF Dart now operates in the Medway area. Registered Y301 TKJ, fleet number 3301 operates route 334 to Maidstone via Sittingbourne & Detling.

JUNE RELEASE



27629 Wright Volvo Renown **C.M.T. BUSES**
Among the many operators on the streets of Liverpool C.M.T. Buses were popular with commuters for having a large fleet of Super Low Floor vehicles. Registered S456 KCW, fleet number 2045 our Wright Renown operates route 79 to Liverpool.

MAY RELEASE



20140 Bedford OB Coach **SOUTHDOWN**
Our second model to mark the centenary of Southdown features fleet number 70, registered JCD 370. This is the first general release of our Bedford OB in Southdown livery, the company used two of these light coaches for services over the weak bridge onto Hayling Island.

MAY RELEASE



29633 Leyland Olympian **GO NORTH EAST**
This colourful Leyland Olympian makes a fine addition to our Go North East fleet. Registered C665 LJR, fleet number 3665 operates route 1 to Tow Law.

MAY RELEASE



15718 Plaxton Panorama **C.I.E. COACH TOURS**
C.I.E. has a long lasting reputation for luxury coach tours in Ireland and around Great Britain. Registered in Northern Ireland NZO 33, this Plaxton Panorama Elite, fleet number PL 33, shows it is contracted to Columbus Travel.

MAY RELEASE



36710 Plaxton SLF Dart 1 Door **LOTHIAN BUSES**
This striking modern livery complements the traditional colours of Lothian Buses on our single door Plaxton SLF Dart. Registered Y189 CFS, fleet number 189 operates route 42 to Kings Road, Edinburgh.

MAY RELEASE



25814 Daimler DMS1 Door **WESTERN SCOTTISH**
Always popular with collectors of our Scottish models this Western S.M.T. Daimler DMS JR14 continues to add to the fleet. Registration number THM 656M operates route 605 to Kilbarchan on the outskirts of Glasgow.

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